



Avon Tyres
British GT
Championship



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2012 SEASON REVIEW



WELCOME

01.



STEPHANE RATEL

Chairman of SRO Motorsports Group

"This was a thrilling year for British GT, one I know people will remember for several years to come. Seven crews went into the final round with a chance of the title, which is something you couldn't have imagined at the start of the year.

The year has seen many firsts for the series; a first visit to the Nürburgring, a first time sharing top billing with FIA GT1 and a first live television transmission. These are all major accomplishments for the championship, and teams, media and fans alike now see what I saw back in 2004 when we took over the series.

Of course, none of this would be possible with support from our series partners, Avon Tyres, WP Fuels and Mobil 1 Service Centres. Without these partnerships we couldn't present such a package year in year out.

Now I know from experience that it is hard to continue to evolve and maintain success, but from what I have seen so far, 2013 looks every bit as good as 2012. With more improvements being delivered all the time, I am confident of another year of exciting competition for British GT."



BENJAMIN FRANASSOVICI

British GT Championship Manager

"What an incredible year of racing! Last year we had some good cars and improved grids, but in 2012 we've made a huge leap forwards both on and off the track.

For me, the series has a strong backbone of mixed format races that ensures that each weekend offers something different, no matter where we compete. Our sprint races have seen some intense close racing, and our longer races have been something else. If one race had to sum up our series, it would be the Brands Hatch round at the end of June; BMW versus Nissan versus Aston Martin. It finished with our closest end to a race, just 0.022 seconds between first and second, a true photo finish!

Getting more people to see our racing is key to growing the series outside of its current format and through our relationship with Hayfisher and Motors TV we have delivered a strong TV package, and one of the only national series to have terrestrial TV coverage with Channel 4! One thing we wanted to do this year was live TV. First in Germany, then at the sensational Donington finale we managed this, a great achievement for us. More LIVE TV is on the agenda for the future definitely.

With increasingly more exotic equipment entering the championship we have always been mindful that the series shouldn't lose its Pro-Am ethos nor have a runaway champion. On review, the fact we had six different marques win across the season, with no crew winning more than twice, I think showed the balance is right.

Once more we provided a professional, high-level hospitality service that is similar to anything you would find in the upper reaches of sports car or single-seater racing. Our awards party in November was a stylish affair with a vast attendance from British GT competition.

As ever we try to enable you to be more successful and this year's media review is another step forwards, providing more data on our audiences to assist teams and drivers alike in their quest for sponsorship and support. If you didn't experience the 2012 season, I can only hope we see you in 2013, which is sure to build on what has been a great year for us in the series."

FACTS

2012 British GT Fact file

28 average number of cars per grid
33 teams
14 different marques across all classes
21 different models of racecar

GT3

8 different pairs of GT3 winners
6 different GT3 marque winners
56 GT3 drivers took part

GT4

3 different pairs of GT4 winners
5 different marques racing
26 GT4 drivers took part

"Last weekend's British GT finale at Donington Park was probably the best race I have reported on for Autosport. The championships first event on live television produced two hours of fantastic wheel-to-wheel racing and a five-way title shootout that had audiences gripped. It was epic viewing that lent yet more weight to the argument that British GT is the UK's premier championship right now. Let's hope 2013 is even better."

Ben Anderson – Autosport 04.10.12

AVERAGE NUMBER OF CARS
ENTERED PER RACE IN 2012

MAXIMUM NUMBER OF CARS
ENTERED IN A RACE IN 2012

HISTORY

SRO Motorsports Group is a company specialising in the promotion and organisation of motorsport series. Although primarily concerned with GT racing, with whose revival in the 1990's SRO was inextricably linked, SRO also promotes multi-platform events, such as the FFSA Super Series and the British F3-GT series.

SRO promotes championships and series across the globe, including the Blancpain Endurance Series, the SRO Sprint Series, the British GT Championship, the British Formula 3 International Series, GT4 Trophy and the Brazilian GT3 Championship.

Chaired by Stephane Ratel, SRO comprises a dedicated team of full-time and freelance staff worldwide, and with the support of the FIA and numerous other national sporting authorities and sanctioning bodies.

Racing in a SRO championship provides drivers and teams with increased knowledge and opportunity to operate in another SRO championship; given the standardised operating models and the work between the championships to ensure no diary clashes occur; SRO encourages drivers and teams to participate in multiple SRO championships, something that a number of British GT teams did in 2012 with great success.



The Avon Tyres British GT Championship is fast becoming one of the best-loved and most illustrious sports car championships in the world. Now in its twentieth year the series has a loyal and growing fan base, not just in the UK, but across the world too. Since its creation by the British Racing Drivers Club in 1993, the series has evolved significantly and now features GT3, GT4 and GTC classes, after an initial spell with GT2 as the top category. Early years saw the championship feature top international drivers alongside promising gentleman drivers in futuristic sports cars such as the McLaren F1 GTR, Porsche 911 GT1, Chrysler Viper GTS-R and the incredible Lister Storm GTL. Traditional British sports car manufacturers have always featured heavily in the series: TVR, Marcos, Darrian, Lister and more recently, Chevron and Ginetta have underline the British spirit of the series. A stunning 2012 season again saw a thrilling climax with a number of contenders all laying claim to the Championship title come the end of the year. Our overall victors Daniele Perfetti and Michael Caine are superb champions, and Trackspeed again underlined their credentials by taking the teams championship. Enjoying more competition than in recent years was the GT4 class. Despite a dominant string of victories, our 2012 GT4 champions Jody Fannin and Warren Hughes didn't have it all their own way. The Team WFR pair fought Aston Martin, BMW Lotus, Mazda, and an onslaught of rival Ginetta competitors to take the title in style at the Silverstone three-hour endurance race in September. Numerous new cars made their full series debut in 2012: McLaren came to the GT3 class with United Autosports and Apex Motorsports, Nissan's GT-R Nismo GT3 entered with JMH and RJN, the latter almost taking the drivers title in their first year with the new car, and Mazda joined the GT4 class with the innovative MX-5 GT4, a car packed with potential. Increased TV and media exposure, including two races televised live and replayed on the same day of racing, a raised profile with media, GT racing that is second to none in terms of excitement and a high level of competition, there are few options that surpass that offered by the Avon Tyres British GT Championship. You could say, there has never been a better time to join...



OVERVIEW

03.

REGULATIONS.

Based heavily on the FIA GT3 concept and regulations, and with the successful balance of performance (BOP) guidelines of the Blancpain Endurance Series, British GT has a proven formula for ensuring a level playing field is maintained, despite the vast array of marques and performance characteristics of the cars.

SCRUTINEERING.

As ever, scrutineering will be strictly policed and enforced in 2013. This process has been developed and streamlined through experience gained over previous seasons and from SRO's involvement in International motorsport.

TESTING.

Testing of any kind in any type of vehicle by championship drivers at a circuit that will play host to a British GT race in the five days prior to the event is not permitted under any circumstances.

DRIVING STANDARDS.

Race Control will monitor each driver and keep a record through the season of crashes, incidents and penalties. From race one, penalties will be applied and imposed to all drivers not racing or conducting themselves to the proficient and consistent standards set out by the series.

LICENCE REQUIREMENT AND DRIVER GRADES.

All drivers must hold a racing licence of at least International C grade. Drivers are categorised into groups A, B, C or D according to their experience and successes. "A" drivers being professionals, "D" drivers being amateurs, typically amateur drivers can be paired with A, B or C graded drivers. Other combination may be considered and will be subject to some ballast weight adjustments, if selected.

DRIVER ID.

For 2013 each car will be fitted with ID transponders, which will indicate which driver is in the car during sessions, making easier for the fans to follow during weekends.

FORMAT.

The 2013 Avon Tyres British GT Championship will be the headline event throughout the season, with multiple race formats creating excitement and interest for teams, fans, and media alike. Typically the two-day event format will be:

FRIDAY		Team Set-up
SATURDAY	Free Practice	2 x 60 mins
SATURDAY	Qualifying	2 x 15 mins
SUNDAY	Race Day	Either 2 x 60 mins, 1 x 120 mins, 1 x 180 mins

PIT STOPS.

All races feature a mandatory 'driver change' pit stop. The pit stop must start by passing the pit lane entry timing loop between the 25th and 35th minutes respectively of the race (not before 25m.00s.000 and not after 34m.59s.999). These times will be counted from the start of the race. Penalties will be applied if the mandatory pit stop falls outside of this window.

TYRES & FUEL.

All cars must use Avon tyres; each car is restricted to a maximum of eight slick tyres per meeting. There is no restriction on the number of wet-weather tyres. All cars must run on a control fuel supplied through WP Fuels.

GT3

New 2013/14 !

Aston Martin Vantage	Audi R8 LMS Ultra	Bentley Continental GT3	BMW Z4 GT3	Corvette Z06	Ferrari 458 Italia	Lamborghini LP560-4	McLaren MP4-12C	Mercedes-Benz AMG SLS GT3	Nissan GT-R	Ginetta G 55 (National*)
										
Class : GT3 Engine : Aston Martin V12 Horsepower : +500bhp Displacement : 6.0L Weight : 1230 kg	Class : GT3 Engine : Audi V10 Horsepower : +500bhp Displacement : 5.2L Weight : 1250 kg	Class : GT3 Engine : TBC Horsepower : TBC Displacement : TBC Weight : TBC	Class : GT3 Engine : BMW V8 Horsepower : +500bhp Displacement : 4.0L Weight : 1200 kg	Class : GT3 Engine : Corvette LS7 V8 Horsepower : +500bhp Displacement : 7.0L Weight : 1270 kg	Class : GT3 Engine : Ferrari V8 Horsepower : +500bhp Displacement : 4.5L Weight : 1250 kg	Class : GT3 Engine : Lamborghini V10 Horsepower : +500bhp Displacement : 5.2L Weight : 1200kg	Class : GT3 Engine : McLaren V8 Twin Turbo Horsepower : +500bhp Displacement : 3.8L Weight : 1230kg	Class : GT3 Engine : Mercedes -Benz V8 Horsepower : +500bhp Displacement : 6.2L Weight : 1320kg	Class : GT3 Engine : Nissan V6 Twin Turbo Horsepower : +500bhp Displacement : 3.8L Weight : 1300kg	Class : GT3 Nat Engine : Ginetta V8 Horsepower : +450bhp Displacement : 4.3L Weight : 1100 kg

GT4

New 2013 !

Porsche 911 GT3-R	Aston Martin Vantage GT4	BMW E32 M3 GT4	Ginetta G 50 GT4	Mazda MX5 GT4	Lotus Evora GT4	Toyota GT86 GT4	Ferrari 458 Challenge	Lamborghini LP570-4 Super Trofeo	Porsche 911 Carrera Cup	Chevron GR8 GT3
										
Class : GT3 Engine : Porsche Flat 6 Horsepower : +500bhp Displacement : 4.0L Weight : 1200kg	Class : GT4 Engine : Aston Martin V8 Horsepower : +400 bhp Displacement : 4.7L Weight : 1400kg	Class : GT4 Engine : BMW V8 Horsepower : +400 bhp Displacement : 4.0L Weight : 1380kg	Class : GT4 Engine : Ginetta V6 Horsepower : +300bhp Displacement : 3.7L Weight : 1100 kg	Class : GT4 Engine : Mazda Turbo 4 cyl Horsepower : +300 bhp Displacement : 2.3L Weight : 1100kg	Class : GT4 Engine : Lotus V6 Horsepower : +300bhp Displacement : 4L Weight : 1200kg	Class : GT4 Engine : TBC Horsepower : TBC Displacement : TBC Weight : TBC	Class : GTC Engine : Ferrari V8 Horsepower : 570bhp Displacement : 4.4L Weight : 1250kg	Class : GTC Engine : Lamborghini V10 Horsepower : 562bhp Displacement : 5.2L Weight : 1250kg	Class : GTC Engine : Porsche Flat 6 Horsepower : 450bhp Displacement : 3.8L Weight : 1200kg	Class : Invitational Engine : Chevron V6 Horsepower : 400bhp Displacement : 3.5L Weight : 1250 kg

GTC

INVITATION

Provisional calendar 2013 Avon Tyres British GT Championship.



Media Day – SILVERSTONE, UK (TBC)
March 2013

Round 1 – OULTON PARK, UK
30 March & 01 April 2013

Round 2 - ROCKINGHAM, UK
05 & 06 May 2013

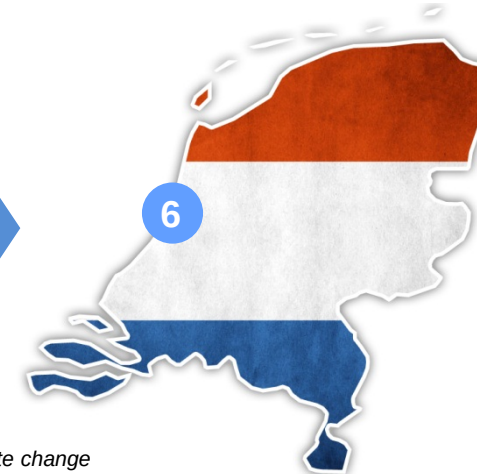
Round 3 - SILVERSTONE GP, UK
25 & 26 May 2013

Round 4 - SNETTERTON 300, UK
15 & 16 June 2013

Round 5 – BRANDS HATCH, UK
10 & 11 August 2013

Round 6 – ZANDVOORT, NLD (TBC)
06 - 08 September 2013

Round 7 - DONINGTON PARK GP, UK
05 & 06 October 2013



As one of the world's premier national GT series, the Avon Tyres British GT Championship is the headline act wherever it goes in the UK. Visiting the best circuits the British Isles has to offer a GT series, British GT also goes overseas for one race weekend per season to provide teams and their partners an opportunity to engage with new audiences in Europe.

Together with the Cooper Tires British Formula 3 International Series, the two championships often run on the same weekend and showcase some of the most talented drivers in the world to date for audiences across Europe.

To kick off the season the Championship makes its now customary visit to the glorious **Oulton Park circuit** (Little Budworth, Cheshire) over the Easter Weekend for two 60 minute sprint races, before moving to the super-fast **Rockingham circuit** (Corby, Northamptonshire) in early May for the first endurance race on the high speed International Long circuit; used for the first time by the series in 2012 with much praise.

Silverstone's (Towcester, Northamptonshire) now annual jewel in the crown, will host the second endurance race of the season. Often attracting teams and drivers from outside the regular season.

Snetterton (Norfolk) plays host to the second set of 60 minute sprint double headers in Mid-June on the 300 circuit. Built over the winter of 2010, the 300 circuit captures the character of the original circuit with a technical infield which is often the scene of intensive race action. Next up, the Championship moves to many a drivers favourite UK track; the **Brands Hatch GP Circuit** (Fawkham, Kent). The former home to the British Grand Prix will host the third refuelling race of the year, will we see another photo finish in 2013?

The British GT series will again visit a top European circuit in 2013 when it arrives at the **Circuit Park Zandvoort** for the Trophy of the Dunes, which has been part of Dutch motor racing for 40 years and attracts over 20 000 spectators. The 2.7 mile Dutch track is steeped in motorsport history and is home to the exciting Tarzan hairpin which is often the scene of spectacular overtaking manoeuvres. Set on the North Sea coastline of the Netherlands, the circuit will play host to two 60-minute sprint races at round six in September. British GT will be one of the main events

Back on British shores, the Championship will head to **Donington Park** (Derbyshire) for its final hurrah over the first weekend of October. In the past two seasons the series has been decided at the last race on the full length GP layout.



All dates and circuits are provisional and subject to format/date change

PARTNERS



The British Racing & Sports Car Club was formed in 1946 and has been one of the most influential clubs & main driving forces in domestic motor racing ever since. It has been involved in organizing the British GT package since the series began in 1993 and then in association with SRO since 2004.

Today, with over 40 race meetings and 20 championships under the BRSCC umbrella annually, the Club continues to play a leading role in the British motor racing scene, organising both club race meetings and FIA sanctioned international events.

The BRSCC covers an extensive spectrum of motorsport activities and this is reflected in its varied schedule of race meetings, which take place most weekends between March and November.

Over the years, the BRSCC has played a leading role in introducing to the British motorsport scene such activities as endurance racing, street circuit racing, night racing, race events overseas and the prestigious Formula Ford Festival, which has proved to be a successful breeding ground for future F1 stars.

The BRSCC's wide range of motorsport interests is testimony to the fact that the BRSCC is committed to offering the motorsport competitor and fan the widest choice possible of championships.



The British Racing Drivers' Club is, arguably, the most exclusive club in motor racing. With a membership that numbers only 850, it is home to the most successful racing drivers from Great Britain and the Commonwealth.

Those who have met the exacting entry criteria have achieved at the highest levels of the sport, or made a significant contribution to enable others to do so.

Membership of the BRDC is highly sought after and extremely difficult to achieve. The list of Members, past and present, reads like a 'Who's Who' of motor sport. Participation in the British GT championship qualifies the applicant for full membership of the BRDC, subject to confirmation from the BRDC Club office.

Since 1952 the BRDC has owned and operated the Silverstone Circuit and has been responsible for developing Silverstone into the world-class motor sport venue it is today, and promoting top-flight motor sport there for in excess of 60 years.

The Club takes its responsibility as 'guardians of British motor sport' very seriously. In addition to maintaining and operating the only circuit currently licensed to run a Grand Prix in Great Britain, the BRDC has for many years fostered young driver talent through its 'Rising Stars' programme which has featured a number of British GT drivers in recent years.





PARTNERS

06.



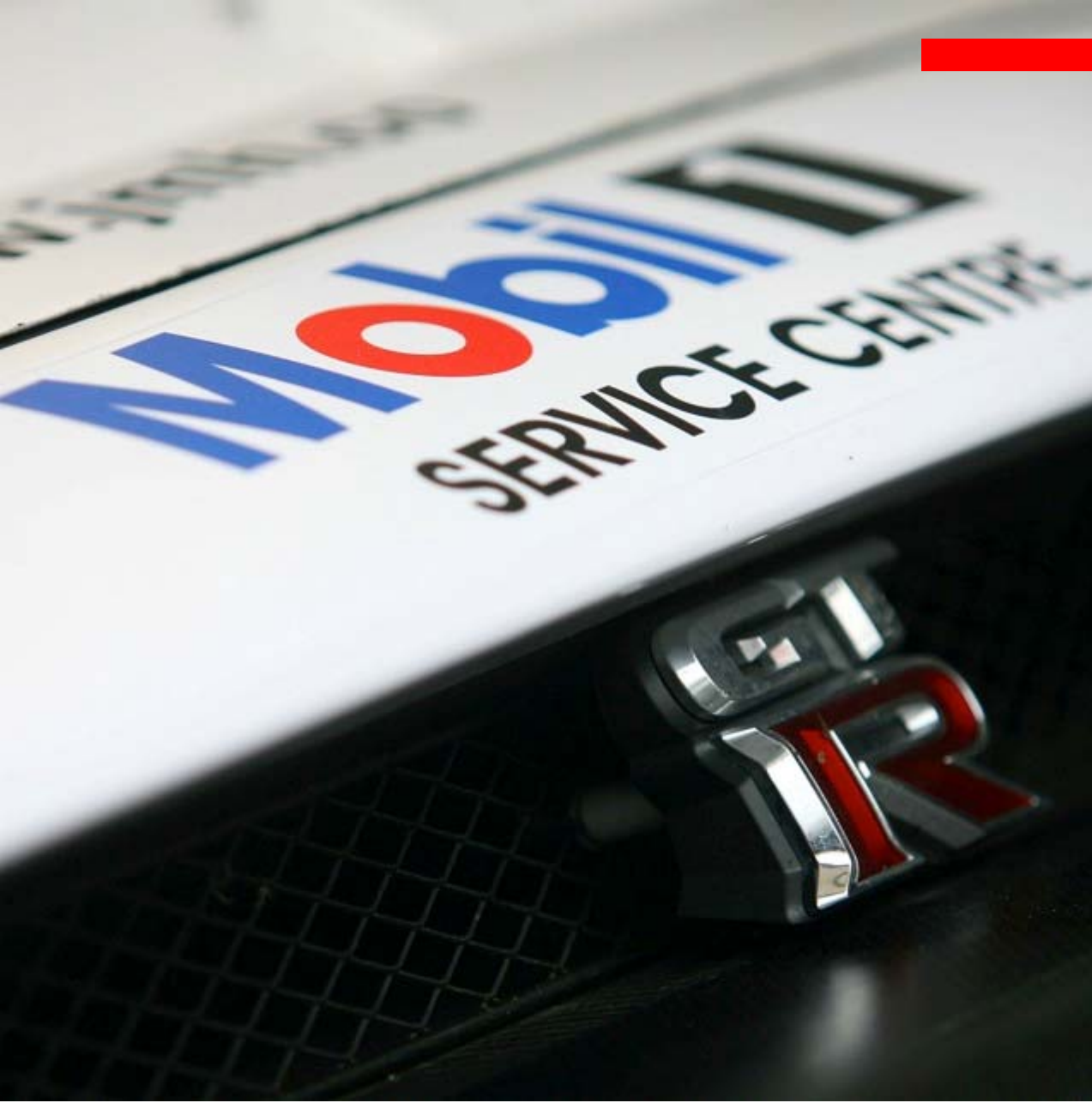
For close to ten years, Avon Tyres has continued its title sponsorship of the championship, evolving and growing with the series.

The partnership between Avon Tyres and British GT has resulted in a number of developments to its racing tyre technology, not least the arrival of a new tyre for the 2012 season, which was heavily praised by drivers on its debut.

Avon's involvement in motorsport dates back to the 1950's. The highlight of this era was the winning of the 1959 World Sports Car Championship with Aston Martin; including the Le Mans 24 Hour Race with Roy Salvadori and Carol Shelby.

Returning to the manufacture of racing tyres in 1980 after a short break, Avon has since become one of the leading tyre suppliers to the motorsport industry and has produced performance tyres for everything from the Dodge Viper and Panoz Esperante to the Ginetta G50 and Lotus 211, right up to the very latest GT3 and GT4 models in the series today.





The new British GT season promises to continue where 2012 left off, with competition high across the field. However, with so much talent on display, not every great driving performance yields a podium or even a win.

That's why the Mobil Service Centre Master competition has been developed to name one driver per race weekend who has really put in a star turn and excelled themselves; be it setting the fastest lap, improving the most on their grid position, or a gutsy, dogged performance against the odds – a 'man of the match' for motorsport.

At the end of the season, each 'Master' will go head-to-head with the other chosen 'Masters' and fans of the two race series will have a chance to vote for who they feel deserves the title of... 'Master of the Season'.

With seven rounds to show your worth, are you going to put in that extra ten percent and deliver a performance that is worthy of the judges naming them, Mobil Service Centre Master of the Weekend?

Mobil 1 SERVICE CENTRE

Delivering energy and performance

WP Group is proud to announce the sponsorship launch between Mobil Service Centre and the British Formula 3 and GT Championships.

Mobil Service Centre is an international oil service network offering a superior service using only Mobil lubricants. When you head off, refuel yourself at a Mobil Service Centre, you know you're getting the highest quality lubricants that have been used. To find your nearest Mobil Service Centre, visit www.mobil.co.uk

WP Motorsport supplies race fuel and lubricants to the world's most successful British Formula 3, GT and other national championships. To purchase high quality race fuel and lubricants at competitive prices, visit the WP Motorsport website and enter code www.wpmotorsport.co.uk

To become a Mobil Service Centre, please email marketing@wpgroup.co.uk

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COOPER TIRE
BRITISH FORMULA 3
CHAMPIONSHIP

Avon Tyres
British GT
Championship

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COOPER TIRE
BRITISH FORMULA 3
CHAMPIONSHIP

Avon Tyres
British GT
Championship

PRIZES

EVENTS AWARDS.

Each weekend, stunning trophies and bottles of champagne will be presented to the following finishers in each class:

GT3 – 1st, 2nd, 3rd / GT4 – 1st, 2nd, 3rd / GTC – 1st

*Invitation class winners will be presented with a trophy if they finish amongst the top three overall finishers in a race.

Mobil Service Centre Master of the Weekend

Mobil Service Centre sponsor a special accolade for the driver who has made an exceptional performance, improvement or weekend long effort.

Gentleman Trophy

In 2013 a new gentleman trophy and classification will be introduced, Bronze drivers over the age of 35 will be eligible, bronze / bronze pairings will benefit from extra points towards their classification. A trophy will be rewarded at each meeting.

CHAMPIONSHIP AWARDS.

Winners of the GT3 class are the overall British GT Champions, and class honours go to the top finishers in GT4 and GTC.

The GT3 and GT4 teams finishing on top at the end of the season will be presented with a Teams Champion award and five sets of tyres (20 tyres in total) courtesy of Avon Tyres.

All overall winners will be presented with championship trophies at an end of season ceremony and dinner, arranged at a private venue after the season close.

The new Gentleman trophy will be awarded to the top finisher or finishers of 2013



242

is the Cumulative Global TV reach in millions households

27,000,000

is the UK TV reach in 2012

81%

is the percentage of ABC1 males in the spectator social class

74%

is the percentage of males in the spectator audience



MEDIA COVERAGE

08.

Twelve months after one of the best seasons in British GT, another superb season of racing in 2012 has seen media interest rise exponentially; the Avon Tyres British GT Championship has increased its standing with media and fans and continues to grow in appeal with media.

Through the work carried out by SRO to elevate the championship's position, and with numerous manufacturers, including McLaren and Nissan using British GT to run new machinery, the world's media has taken note of Britain's top sports car championship.

After increasing opportunities for all full-season championship entrants in 2012, 2013 will see British GT build on this, giving teams and drivers opportunities for interview on TV, Radio and with print and online media.

NATIONAL & INTERNATIONAL TV.

British GT receives widespread interest, with fans in Brazil, America, Australia and Asia as well as a growing following in Northern Europe. Every event is televised across the world, reaching a global audience of over 242 million households, with an average viewer demographic consisting of ABC1 males.

Total air time 2012 :
189.5 hours
Average of **27 hours /round**



Air time – 7 hours
7 x 30mins programmes aired twice on the channel
Approximate viewer numbers 15 million
28 Million monthly views on 4OD.com for playback online



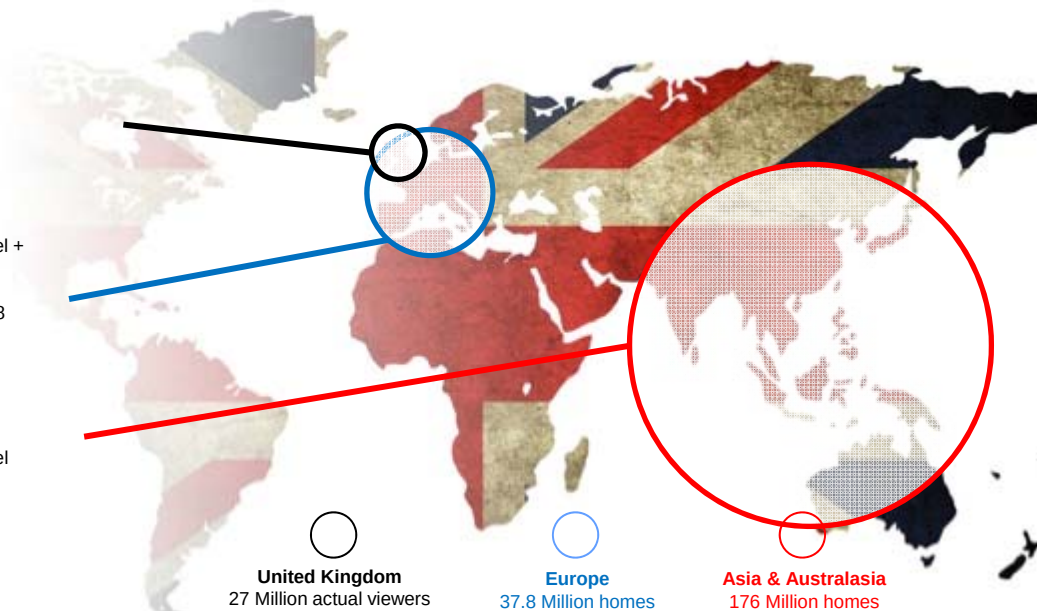
UK Airtime – 44.5 hours
European Airtime – 130.6 hours
7 x 48mins programmes aired multiple times on the channel + live Donington (4.5 hours)
One-off season review programme
Approximate audience reach 22.5 million viewers across 38 countries.
Available on MotorsTV.com for playback online



176,183,908 subscribers
Korea Airtime 4 million
7 x 48mins programmes aired multiple times on the channel
Total airtime : 5.6 hours



Germany, Switzerland, Austria
1.6 hours
250,000 viewers





Previews, plus qualifying and race reports, regularly appear in the national media, both in print and online.

As British GT tours the country, major provincial newspapers cover the series, focusing in on local drivers and teams. Circuits visited by British GT also boost local news coverage arranging previews with major local news outlets on top of the work done by the busy British GT media office.

Widely read manufacturer based specialist publications for Porsche, Nissan, Ferrari and Corvette also featured British GT in 2012.

Widely read trade and lifestyle publications covering technology, education, emergency and utility services, event organisation and other sports have all featured British GT content.





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Hancock Steps In For Ecurie Ecosse at Silverstone

Ecurie Ecosse confirmed today that former BARC Formula Renault Champion, Ollie Hancock (brother of Jota Sport star Sam), will drive its Barwell Motorsport-prepared BMW Z4 GT3 entry in this weekend's round of the British GT Championship at Silverstone. The 25-year-old will join regular driver Alasdair McCaig, to assist with his challenge for the British GT title. Unfortunately Alasdair's usual partner, Olly Bryant, is still having to sit on the sidelines due to his recent injury.



© Peter May

Hancock was previously involved with the original Lotus factory development and race programme with the Evora GT4, but has not raced in a GT3 car before.



Jonny Adam: A Year Of GT Firsts

September 29, 2012
Written by James Broomhead

7

Like

3

12

Like

3

It is almost universally agreed that in modern racing the GT3 category has been a success story. Over recent seasons the growing category has spawned the successful Blancpain Endurance Series, as well as rejuvenating several other championships, including the Avon Tyres British GT Championship which reaches a fantastic climax this weekend with seven different teams capable of lifting the title.

What is mentioned less is the successful drivers it has nurtured, with the opportunities of GT racing more and more plentiful.

One man who has taken advantage of these opportunities during 2012 has been Jonny Adam, the Scottish driver nearing not only the end of a second full season preparing



United Autosports' McLaren is second fastest, thanks to Matt Bell, with John Goff's Aston Martin third. #11 Porsche and Team WFR Ginetta round out the top five

12:51
C heckered flag – Joe Osborne's earliest of early times is enough to remain fastest for the entire session.



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2012: British GT Donnington

lim

GT Academy in 2011, Jann Mardenborough has rarely been able to look over his race crew recording his every move. As we all now know, though, the 21 year-old is fully tame – no mean feat for someone who was, by his own admission, creepingly shy as a teenager. He has proven himself to be a revelation behind the wheel.

Max Buncombe's final British GT race at Donnington Park, which saw them coming so close to their first attempt.

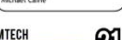
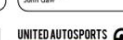


BRITISH GT

DONNINGTON PARK

29-30TH SEPTEMBER

SPOTTER GUIDE

ROSSO VERDE 3  Ferrari 458 Italia GT3 Hector Lester Allan Simonsen	SPEEDWORKS 4  Corvette Z06 R GT3 Piers Johnson Rory Johnson	SCUDERIA VITTORIA 5  Ferrari 458 Italia GT3 John Drillon Aaron Scott	BEECHDEAN 7  Aston Martin Vantage GT3 Andrew Howard Jonathan Adam	MOTORBASE 10  Porsche 997 GT3 R GT3 Steve Parish Stephen Jelley
MOTORBASE 11  Porsche 997 GT3 R GT3 Danielle Perrelli Michael Caine	STARK BY HEYWORTH 14  Corvette GT3 GT3 Jake Rattenbury Ian Wilson	TEAM LNT 16  Nissan GT-R GT3 Lawrence Tomlinson Wale Simpson	CYBER RACING - AMR 17  Aston Martin Vantage GT3 Phil Dryburgh John Goff	OPTIMUM MTRSPT 18  Corvette GT3 GT3 John Hartshorne George Hurrells
MTECH 21  Ferrari 458 Italia GT3 Duncan Cameron Matt Griffin	PREDI-SPARK 22  Aston Martin Vantage GT3 Godfrey Jones David Jones	UNITED AUTOSPORTS 24  McLaren MP4-12C GT3 Charles Bateman Matt Bell	UNITED AUTOSPORTS 27  McLaren MP4-12C GT3 Zak Brown Alvaro Parente	TRACKSPEED 31  Porsche 997 GT3 R GT3 David Aldham Phil Keen



Motorbase continued their strong early form, with Supercup ace Nick Tandy going fastest in the second practice session of the British GT season, at Oulton Park.

The Briton set a benchmark of 1:36.421, with first session pace setter Matt Griffin second for MTEch. His Ferrari 458 was 0.076 seconds back.

WFR were once again fastest in GT4, ahead of the two Lotus UK cars.

Words & photos: Jake Yorath

Saturday Sport



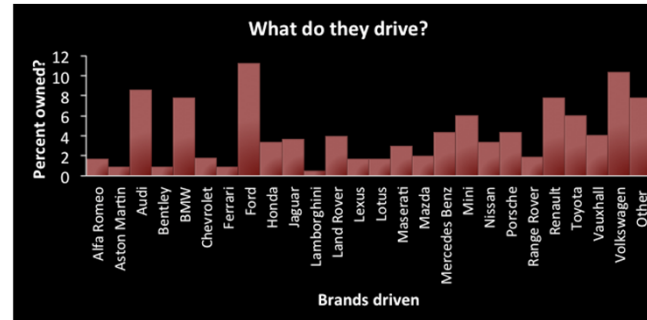
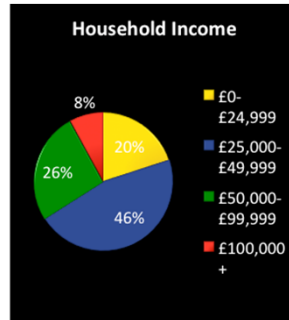
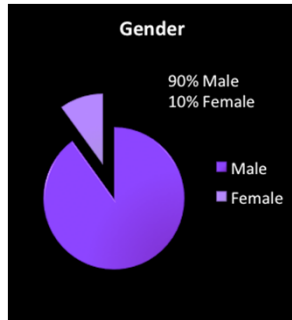
08.

Going forwards, British GT will extend its outreach with local radio and seek more opportunities for drivers to feature too.

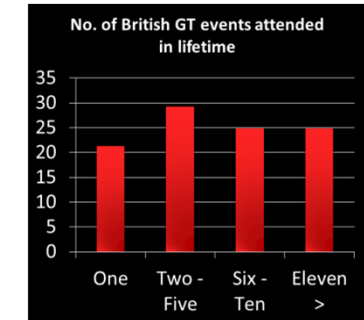
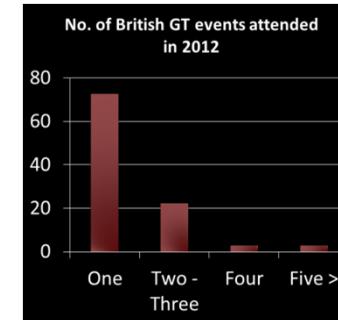




Who is our audience?



At the races... a Fans view



Non Motorsport Magazines Consumed

Non Motorsport titles read:

- BBC Top Gear 18%
- Evo 15 %
- Mens Health 11.1%
- Car 9.8%
- Empire 8.3%
- FHM 7.4%
- Cosmopolitan 7.1%
- GQ 6.5%
- Nuts 6.5%
- T3 6.4%
- New Scientist 5.6%
- NME 4.9%
- Stuff 3.7%
- The Economist 3.7%
- Esquire 3%
- Grazia 2%
- Q 2%

This shows the male audience's dominant interest in British GT more clearly, and reveals a younger audience interested in new cars (Top Gear, Car, Evo) entertainment (Q, Empire, NME) and fitness (Mens Health) as well as modern culture (FHM, Nuts) and a highbrow view of culture (GQ, Esquire) and gadgetry/tech (T3 and Stuff).

Leading titles aimed at a female audience were Cosmopolitan, Grazia and Company.

Top Entertainment Websites Consumed

Top entertainment websites:

- BBC 91%
- Daily Mail 17%
- eBay 14%
- The Times 12%
- The Guardian 11%
- Financial Times 10%
- MSN.com 10%
- The Sun 9%
- The Telegraph 9%
- Mens Health 7%
- Amazon 6%
- Company 5.9%
- ASOS 5%
- New Scientist 5%
- Sky Sports 5%
- Computing 4.9%

Highlighting a hunger for news, weather, sport and celebrity updates, the majority of titles featured include a high percentage of personal interest titles here.

Shopping sites feature highly with over half of those surveyed making online purchases within the last 12 months.

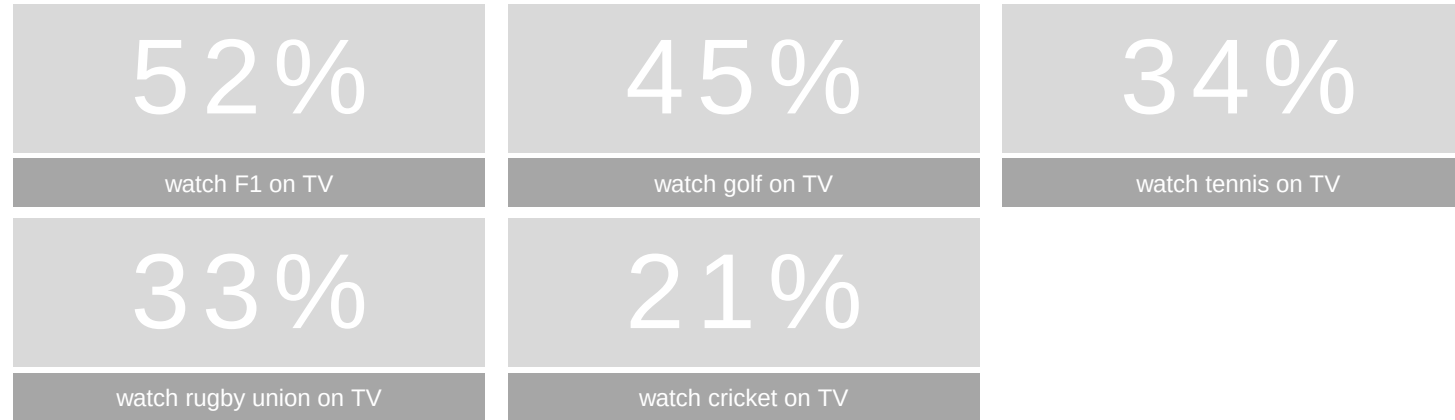
The list only includes top level domains and excludes adult sites, search engines, social networks, ad networks, domains that don't have publicly visible content, and motorsport websites.

Top National Newspapers Read

- The Guardian 19%
- The Times 18%
- Daily Mail 17%
- Financial Times 14%
- The Sun 11%
- The Telegraph 11%
- Other 8%
- Daily Express 2%

Media / Audience

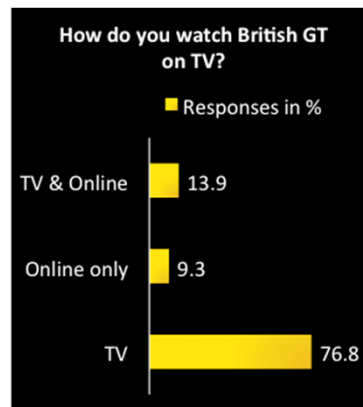
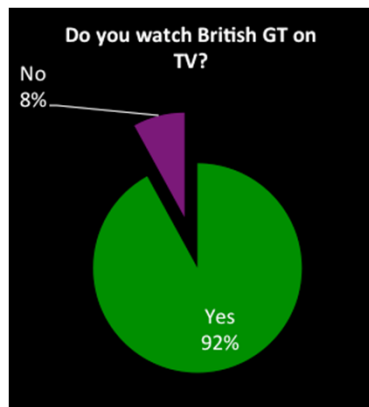
The audience of British GT are big consumers of sports on TV. Regularly they watch:



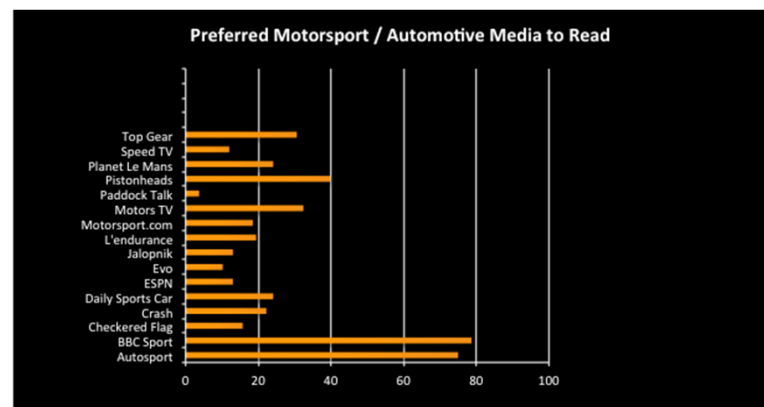
Attitude to Brands



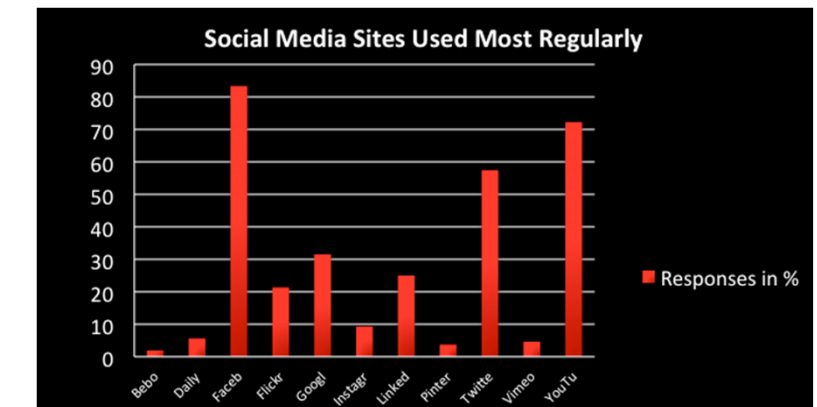
GT on TV



Media



Social Media



HOSPITALITY



With glamorous supercars racing bumper-to-bumper, ground-shaking noise, breathtaking speeds and all the drama of pit stops and driver changeovers, the British GT Championship is one not to be missed and provides a perfect platform for teams and sponsors to entertain guests.

The growing pedigree of the championship and high profile Channel 4 TV coverage ensures each race weekend has a real sense of occasion, enabling VIP guests to be treated to a level of luxury associated with international motorsports.

The British GT paddock is full of international businesses and decision makers seeking to maximise opportunities presented by the championship's potential as a host to explore business- to-business opportunities. It's also the perfect environment for companies to strengthen business ties with existing partners and generate higher morale among staff.

Furthermore, the championship's headline status at circuits the length and breadth of the UK ensure its teams and commercial partners are given the best opportunity to elevate their brands to a prime ABC1 audience.

When the on-track action is complete, SRO organise paddock parties, concerts and other events to further build a fun environment and allow for teams, drivers and guests to socialise and relax at the circuit.

Across a season, the championship visits a number of internationally renowned racing circuits including Silverstone, Brands Hatch, Donington Park to name but a few. With amenities varying considerably from venue to venue, the SRO Race Centre provides businesses with a perfect opportunity to entertain clients and reward employees.

The SRO Race Centre is an exclusive hospitality suite for drivers, teams and their guests at every round of the Avon Tyres British GT Championship. Access is strictly limited to pass holders only to ensure the highest possible level of service.

Throughout each race weekend, the Race Centre is the hub of all British GT activity with breakfast and lunch served on Saturday and Sunday mornings and a selection of hot and cold refreshments provided throughout the weekend.

In addition to the standard team allocation of hospitality tickets there is the opportunity to source extra hospitality in advance of an event and for VIP guest packages.

While acting as a key meeting place for those involved within the championship, the Race Centre is also the home for driver signing-on and briefing sessions with the BRSCC Clerk of the Course.

With opportunities for sponsorship displays and branding in and around the Race Centre, the facility can provide you and your guests with first class facilities.

In addition, the Race Centre also acts as the administrative point for all information and communications regarding news and results from the championship. Results are posted here immediately after each session and guests can keep abreast of the sessions viewing the live timing screens.

Whatever your particular requirements, the high specification SRO can offer organisations of all sizes unrivalled opportunities, as well as the very real promise of an exhilarating taste of life in the fast lane.

For further details go to <http://www.britishgt.com/downloads.php> to download the Hospitality Presentation. Hospitality for the abroad race will be advised at a later date.



OFFICIAL LOCATION OF PARTNERS ON CARS



OFFICIAL LOCATION OF PARTNERS ON DRIVERS' OVERALL



Patches are available on dst files For direct embroidery All drivers to carry official patches /decals from the start of the weekend.



Round 1 - OULTON PARK



	GT3	GT4
Qualy 1	Bell-Bateman	Hughes-Fannin
Qualy 2	Westbrook-Ashburn	Glew-Bolisetti
Race 1	McCaig-Bryant	Hughes-Fannin
Fastest lap	(31) 1:48.561	(48) 1:58.583
Race 2	Westbrook-Ashburn	Hughes-Fannin
Fastest lap	(3) 1:49.568	(48) 1:58.586



Round 2 - NURBURGRING



	GT3	GT4
Qualy 1	Buncombe-Mardenborough	Hughes-Fannin
Qualy 2	Tandy-Parish	Hughes-Fannin
Race 1	Adam-Howard	Hughes-Fannin
Fastest lap	(007) 1:44.626	(48) 1:52.853
Race 2	Griffin-Cameron	Glew-Bolisetti
Fastest lap	(10) 1:43.651	(55) 1:52.118



Round 3 - ROCKINGHAM



	GT3	GT4
Qualy 1	Jelley-Parish	Hughes-Fannin
Race 1	Osborne-Tandy	Hughes-Fannin
Fastest lap	(31) 1:25.145	(48) 1:31.164



Round 4 - BRANDS HATCH



	GT3	GT4
Qualy 1	Jelley-Parish	Osborne-May
Race 1	Buncombe-Mardenborough	Hughes-Fannin
Fastest lap	(007) 1:27.200	(69) 1:34.333



Round 5 - SNETTERTON



	GT3	GT4
Qualy 1	Westbrook-Ashburn	Hughes-Fannin
Qualy 2	Harvey-Minshaw	Hughes-Fannin
Race 1	Bell-Bateman	Mowle-Murrells
Fastest lap	(007) 1:52.407	(55) 2:00.959
Race 2	Osborne-Tandy	Hughes-Fannin
Fastest lap	(33) 1:52.131	(52) 2:00.606



Round 6 - SILVERSTONE



	GT3	GT4
Qualy 1	Griffin-Cameron	Hughes-Fannin
Race 1	Bell-Bateman	Hughes-Fannin
Fastest lap	(32) 2:06.291	(55) 2:16.133

Round 7 - DONINGTON PARK



Qualy 1

Race 1

Fastest lap

GT3

Kox-Pronk

Parente-Brown

(27) 1:29.679

GT4

Hughes-Fannin

Hughes-Fannin

(55) 1:37.335





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