



Avon Tyres
British GT
Championship

2015 SEASON REVIEW

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Stéphane RATEL
Chairman of SRO Motorsports Group

That the 2015 Avon Tyres British GT Championship picked up where it had so successfully left off last year says everything you need to know about the season and series as a whole.

'Vintage' is an oft-overused term but, in this instance, I honestly believe it's fully justified. A four-way GT3 title decider played out on live TV certainly provided a fitting finale, while the record-breaking GT4 campaign – which not only raised the class' profile but also crowned British GT's first-ever female champion – will live long in the memory.

It's for those reasons, and plenty more besides, that British GT again reinforced its status as the world's finest domestic sportscar championship. But with a number of new-generation GT3 models and teams set to join our grid next season, who's to say the bar won't be raised higher still?

There were plenty of highlights but it's the continued success of GT4 that has given me most satisfaction. Long gone are the days of secondary classes making up the numbers. Instead, British

GT4 – which constituted half the entry at most events this year – provides aspiring professional drivers and teams with a step on the sportscar racing ladder while also offering a suitable challenge for our core audience of amateur racers. These are certainly exciting times for the category.

Sunoco's return as official fuel supplier, plus Petronas joining our partner roster, also pointed towards British GT's commercial trajectory. And it's on this note that I must pay a special tribute to one of our longest-serving supporters, Avon Tyres, for whom the 2015 season was its final as title sponsor and official supplier. Avon's contribution has been immense over the last decade and for that I would like to personally thank everyone involved.

30-plus grids comprising 10 different manufacturers continued to set British GT apart from its domestic and global rivals this year. So thank you to our loyal teams and drivers old and new. We couldn't do this without you.



SRO History

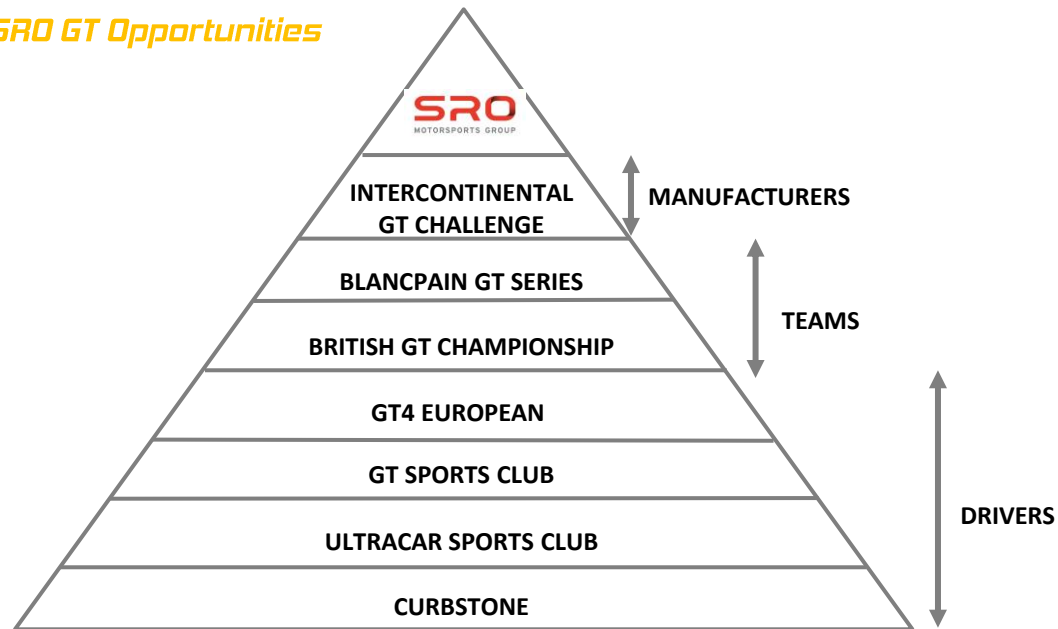
SRO Motorsports Group is a company specialising in the promotion and organisation of motorsport series. Primarily concerned with GT racing, with whose revival in the 1990's SRO was inextricably linked.

SRO promotes championships and series across the globe, including the Blancpain GT Series incorporating the Blancpain Endurance Series and the Blancpain Sprint Series, the British GT Championship, GT4 European Series, the GT Sports Club for amateur drivers and the Ultracar Sports Club for the most spectacular machines, the SRO Race Centre at Paul Ricard in association with Michel Mhitarian, the partnership with Sepang International Circuit on the Sepang 12 Hours forming 1 of the 4 rounds of the new 2016 Intercontinental GT Challenge bringing together one major endurance race, where GT3 is the leading category, from each continent.

Chaired by Stephane Ratel, SRO comprises a dedicated team of full-time and freelance staff worldwide, and with the support of numerous 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 avoid as much as possible no diary clashes occur; SRO encourages drivers and teams to participate in multiple SRO championships, something that a number of British GT teams have done in recent years with great success.

SRO GT Opportunities



For over 20 years the British GT Championship has been an intrinsic part of the UK's national motorsport fabric. But, having undergone a number of changes throughout those two decades, it's difficult to envisage an era more competitive than the current GT3/4 format.

First organised by the British Racing Drivers Club in 1993, the BRDC National Sports GT Challenge (as it was then known) featured grids of wildly different machinery loosely grouped into vibrant classes comprising sportscars and saloons.

The term 'British GT' was first used in 1995 just as a new age of GT1 and GT2 cars was beginning to materialise. Indeed, the latter part of the 1990s would see some of the category's most incredible and iconic cars, such as the McLaren F1 GTR, Porsche 911 GT1, Lister Storm GTL and Jaguar XJ220C, contest British GT in the hands of top-line international racers and home-grown amateur talent.

But a GT racing revolution was about to take place that featured Britain at the forefront. With GT1 becoming an increasingly distant memory and GT2 proving too costly the championship sought a fresh direction. New, balanced GT3 regulations had proven popular in Europe under SRO's guidance and when the organisation was appointed British GT promoter in 2005 the same cars made their way across the Channel.

Indeed, since then British GT has re-established itself as the world's foremost domestic GT series. GT4's arrival and subsequent expansion currently sees two classes running on the same track at once, an important aspect of GT competition that enables a driver to prepare for international endurance racing, while the option to also field GTC entries remains a possibility.

Traditional British sportscar manufacturers have always featured heavily in the series: Lotus, TVR, Marcos, Darrin, Lister and, more recently, Chevron, Ginetta, Aston Martin, McLaren and Bentley have underlined the unique British spirit of the championship.

2015 – GT3

After enjoying a vintage campaign in 2014 few could have expected a spellbinding repeat. But that's exactly what British GT served up across both classes, albeit for very different reasons.

GT3 seldom fails to deliver and that was most definitely the case in 2015 when, following a season-long battle, four crews entered the final round with a mathematical chance of winning the title. Reigning champion Marco Attard and Ecurie Ecosse co-driver Alexander Sims held a slender two-point advantage but, unlike their closest rivals from Beechdean AMR, Andrew Howard and Jonny Adam, would have no 20-second pit-stop success penalty to serve.

Victories at Oulton Park and Snetterton meant Oman Racing Team's Liam Griffin and Rory Butcher weren't out of the reckoning either, while the Triple Eight BMW of Lee Mowle and Joe Osborne required its first British GT win to remain in contention.

What followed was a titanic see-saw scrap from which Oman Racing team crashed out, Ecurie Ecosse were eliminated by a controversial incident involving Beechdean's GT4-entered Aston, and Triple Eight's battle-scarred BMW valiantly chased the leaders. By contrast, Adam and Howard's incident-free fifth place was enough for them to secure their first and second British GT3 crowns, respectively, while Adam was rewarded for his performances with the Sunoco Challenge title.

Barwell Motorsport might have seen its Ecurie Ecosse-entered car miss out on the Drivers' crown but there was at least some consolation in the form of winning the Teams' title following a season-long scrap with Oman Racing Team.

2015 – GT4

The class title might not have gone down to the wire but that didn't mean this year's GT4 category wasn't any less fiercely contested. Indeed, British GT history was made when Jamie Chadwick and Ross Gunn's Beechdean AMR Aston Martin pulled into the soggy Snetterton pit-lane last August.

The duo's consistency and early consecutive maximum points victories meant the teenagers were always in the driving seat, although it did take ISSY Racing's Brands Hatch retirement to give them a chance of wrapping up the GT4 Drivers' crown with a race to spare.

At a combined age of 35 years and 330 days Gunn and Chadwick were the youngest crew ever to win a British GT title, while the latter's 17 years and 95 days eclipsed the previous mark set by Jonny Cocker in 2004. Jamie also became the first female driver to win any British GT title since the series' inception in 1993.

ISSY Racing's Oz Yusuf and Gavan Kershaw frequently had the fastest car on Saturdays – six pole positions attest to that – but even their Lotus Evora's three victories weren't enough to derail the Beechdean AMR express. Ginetta also visited the winners' circle courtesy of three teams – PMW Expo/Optimum Motorsport, Tolman Motorsport and Fox Motorsport, but it was Academy Motorsport's two-car Aston Martin operation that sealed the Teams' title with victory at the final round.

Avon Tyres British GT Championship

duo

SILVERSTONE 30-31 MAY 15

WWW.SILVERSTONE.CO.UK

WWW.BRITISHGT.COM

AVON TYRES, AMR PULSA, PETRONAS, BLANCPAIN, ADVANTAGE, GINETTA, HAYMAKER, SRO, BRSCC



103

DRIVERS IN 2015

32

TEAMS IN 2015

35

BIGGEST GRID -
SILVERSTONE

14

DIFFERENT MODELS
OF RACE CAR ACROSS
GT3 GT4 INV

10

DIFFERENT MARQUES
ACROSS GT3 GT4 INV

Aston Martin, Ferrari,
BMW, Porsche,
McLaren, Audi, Lotus,
Ginetta, Toyota,
Mercedes

33

AVERAGE ENTERED
CARS ON THE GRID IN
2015

3

DIFFERENT WINNING
MARQUES IN GT3

3

DIFFERENT WINNING
MARQUES IN GT4

5

DIFFERENT PAIRS OF
WINNERS IN GT3

6

DIFFERENT PAIRS OF
WINNERS IN GT4

THEY SAID...

“British GT has become one of our staple national championships in recent years and has grown in both stature and popularity with drivers and fans alike. It produces some of the best racing in the country, which always culminates in a thrilling championship fight. We at both Autosport and Motorsport News continue to enjoy sharing the numerous and diverse stories from the paddock with our readers.”
Rob Ladbrook, Group National Editor – Motorsport News and Autosport

“2015 was another hard fought season that typically went right down to the wire. British GT remains the finest domestic GT series on the planet.”
Martin Little, British GT Editor – Dailysportscar.com



03 OVERVIEW

REGULATIONS

Based heavily on the FIA GT3 concept and regulations, and with the successful balance of performance (BOP) guidelines of the Blancpain Endurance Series and Blancpain Sprint 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. See 2015 British GT Regulations [PUBLISHED REGULATIONS](#). 2016 Draft Regulations to be released by end of 2015

TESTING

Testing is forbidden to drivers at a circuit that will play host to a British GT race in the five days prior to the event – List of approved Driver Coaches may be permitted to coach under strict guidelines – Bronze Drivers cannot be coached or test during these five days at the relevant circuit – unless it is an Authorized Friday Test through SRO.

DRIVING STANDARDS

Official judicial cameras will police driving standards. In 2016 drivers committing on-track offences can receive one of the following sanctions: time, drive-through, stop/go, or grid penalties applied at the following race.

LICENSE REQUIREMENT AND DRIVER GRADES

All drivers must hold a racing license of at least International C grade. Drivers are categorised into groups A, B, C, or D according to their experience and successes. 'A' drivers are considered professionals while 'D' drivers are amateurs. Typically amateur drivers can be paired with A (+15kg), B, or C graded drivers. The Silver Cup class was introduced in 2015 for Silver graded pairs only. These cars will be carefully balanced by the GT Bureau to compete at the same pace as Pro Am cars, the aim being for both classifications to remain capable of winning outright (Silver & Gold pairs cannot race together).

FORMAT

The 2016 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 comprises:

FRIDAY	Team set-up	
SATURDAY	Free Practice	2 x 50 mins
	Qualifying	4 consecutive individual sessions (combined driver grid for endurance races)
SUNDAY	Warm Up	
	Race Day	Either 2x60mins, 1x120mins or 1x180mins

PIT STOPS

All races feature a mandatory 'driver change' pit stop. In a 1 hour race the pit stop must start by passing the pit lane entry timing loop between the 25th and 35th minutes respectively of the race. For races longer than 1 hour, the minimum drive time is 50 minutes. For a 3 Hour race there are 3 pit stops, 4 stints, 2 per driver. 3 Driver Crews for the 3 Hour race *may* be permitted. Following all races the top-three finishers in both GT3 and GT4 will incur a 'success' time penalty at the following race: For races of 1 Hour 1st = 10 sec, 2nd = 7 sec, 3rd = 5sec. For races over 1 Hour 1st = 20 sec, 2nd = 15 sec, 3rd = 10sec.










TYRES & FUEL








All cars must use Pirelli tyres in 2016. There will be a total of six sets in GT3 / five sets in GT4 at the first round. Subsequent rounds there will be five sets for GT3 / four sets for GT4 within these totals one set must have been nominated at a previous event. There will be an extra set for the 3-hour race format. All cars must run on a control fuel

ALL ABOVE INFORMATION SUBJECT TO [2016 PUBLISHED REGULATIONS](#)



GT3 & GT3B

Aston Martin Vantage GT3	Audi R8 LMS Ultra	Bentley Continental GT3	BMW Z4	Ferrari 458 Italia	Ginetta G 55 (National*)	Lamborghini Huracan GT3	McLaren MP4-12C / 650 S	Mercedes-Benz SLS AMG GT3
								
<p>Class : GT3 Engine : Aston Martin V12 Horsepower : +500bhp Displacement : 6.0L Weight : 1230 kg</p>	<p>Class : GT3 Engine : Audi V10 Horsepower : +500bhp Displacement : 5.2L Weight : 1250 kg</p>	<p>Class : GT3 Engine : Bentley v8 Horsepower : +500bhp Displacement : 4.0L Weight : <1300 kg</p>	<p>Class : GT3 Engine : BMW V8 Horsepower : +500bhp Displacement : 4.0L Weight : 1200 kg</p>	<p>Class : GT3 Engine : Ferrari V8 Horsepower : +500bhp Displacement : 4.5L Weight : 1250 kg</p>	<p>Class : GT3 Nat Engine : Ginetta V8 Horsepower : +450bhp Displacement : 4.3L Weight : 1100 kg</p>	<p>Class : GT3 Engine : Lamborghini V10 Horsepower : +500bhp Displacement : 5.2L Weight : 1200kg</p>	<p>Class : GT3 Engine : McLaren V8 Twin Turbo Horsepower : +500bhp Displacement : 3.8L Weight : 1230kg</p>	<p>Class : GT3 Engine : Mercedes-Benz V8 Horsepower : +500bhp Displacement : 6.2L Weight : 1320kg</p>

Nissan GT-R Nismo GT3	Porsche 997 GT3-R	BMW M6 GT3	FERRARI 488 GTB GT3	MERCEDES-BENZ AMG GT GT3	PORSCHE 991 GT3-R	Ferrari 430 GT3
						

NEW IN 2016

<p>Class : GT3 Engine : Nissan V6 Twin Turbo Horsepower : +500bhp Displacement : 3.8L Weight : 1300kg</p>	<p>Class : GT3 Engine : Porsche Flat 6 Horsepower : +500bhp Displacement : 4.0L Weight : 1200kg</p>					<p>Class : GT3B Engine : Ferrari V8 Horsepower : +500bhp Displacement : 4.3L Weight : 1219 kg</p>
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GT4 & GTC

Aston Martin Vantage GT4



Class : GT4
Engine : Aston Martin V8
Horsepower : +400 bhp
Displacement : 4.7L
Weight : 1400kg

BMW E32 M3 GT4



Class : GT4
Engine : BMW V8
Horsepower : +400 bhp
Displacement : 4.0L
Weight : 1380kg

Chevrolet Camaro SS



Class : GT4
Engine : Chevrolet LS3 V8
Horsepower : 426 bhp
Displacement : 6.2L
Weight :

Chevrolet Corvette C6



Class : GT4
Engine : Chevrolet LS3 V8
Horsepower : 437 bhp
Displacement : 6.2 L
Weight :

Chevron GT4



Ginetta G50 / G55 GT4



Class : GT4
Engine : Ginetta V6
Horsepower : 340 / 355 bhp
Displacement : 3.7 L
Weight : 1000kg

KTM X-BOW GTR



Lotus Evora GT4



Class : GT4
Engine : Lotus V6
Horsepower : 360 bhp
Displacement : 4
Weight : 1190 kg

Maserati GranTurismo MC



Mustang FR500 GT



Nissan 370Z



Class : GT4
Engine : Ginetta V6
Horsepower : +300bhp
Displacement : 3.7L
Weight : 1100 kg

Porsche 911 GT4



Class : GT4
Engine : Porsche
Horsepower : 415 bhp
Displacement : 3.6 L
Weight : 1411 kg

Toyota GT86 GT4



Class : GT4
Engine :
Horsepower : 400 bhp
Displacement : 2 L
Weight :

Sin R1 GT4



Class : GT4
Engine :
Horsepower : 400 bhp
Displacement : 2 L
Weight :

Ferrari 458 Challenge



Class : GTC
Engine : Ferrari V8
Horsepower : +500 bhp
Displacement :
Weight : 1277 kg

Porsche Cayman GT4



Class : GT4
Engine :
Horsepower :
Displacement :
Weight :

Porsche Carrera Cup



Class : GTC
Engine :
Horsepower : 460 bhp
Displacement : 3.8 L
Weight : 1175 kg

Lamborghini Supertrofeo



Class : GTC
Engine :
Horsepower :
Displacement :
Weight : 1300 kg

British GT will stick with its tried and tested seven-venue, nine-round schedule in 2016 that comprises a mix of one, two and three-hour races.

The biggest change concerns British GT's curtain raiser, which will be held at Brands Hatch for only the second time in series history. Oulton Park, the destination for every opening round since 2005, shifts from its traditional Easter date to the final weekend of May when its two one-hour races will take place on a Bank Holiday Monday, just as they have done in the past.

Rockingham's two-hour race is held a fortnight after Brands, followed by Oulton and then Silverstone's blue riband 500-kilometre event, which moves back a couple of weeks to mid-June.

The championship's annual excursion to Spa-Francorchamps in Belgium is the only race scheduled for July, while Brands Hatch's date change sees Snetterton move to early August. And Donington Park will once again stage the final round on the second weekend of September.

The slight re-jig ensures no date clashes with any Blancpain Endurance or Sprint Series rounds, thus reinforcing the prospect of teams and drivers competing in more than one SRO-run championship.

Benjamin Franassovici,

British GT Championship Series Manager:

"I'm delighted that next season's British GT calendar will mix elements of continuity with a slightly re-jigged format. We're always keen to explore new opportunities but, after consulting with our teams, believe retaining the same seven circuits as this season was the best option.

"That the European GT4 Series, which recently announced it would be running the same Pirelli tyres as British GT4, will also join our grid at Silverstone and Spa is obviously great news. The same goes for our successful partnership with BRDC F4, which will feature a new, much faster car for its second season alongside British GT. It's also worth noting that a number of new GT3 teams will be announcing their plans over the winter period, and we might even see several new-generation GT3 models joining the fray, too.

"The British GT package has seldom looked stronger."

Media Day – TBC

15 March
TBC

01. Brands Hatch GP

16 – 17 April
(2 Hour)

02. Rockingham

30 April – 1 May
(2 Hour)

03. Oulton Park

28 & 30 May
(2 x 1 Hour)

04. Silverstone GP

11 – 12 June
(3 Hour)

05. Spa Francorchamps

8 – 9 July
(2 Hour)

06. Snetterton 300

6 – 7 August
(2 x 1 Hour)

07. Donington Park

10 – 11 September
(2 Hour)





An integral factor in the continued success of the British GT Championship is the support of its partners. What you see on track isn't possible without the support of Avon Tyres, a brand that has been involved in national British motorsport for over sixty years.

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

Avon is one of the leading tyre suppliers to the motorsport industry and produces performance tyres for over 150 motorsport championships around the world.

A new range of Avon GT slicks was introduced for the 2015 season, which was supplied to all GT3 and GT4 teams. This range, which was exceptionally well received by the teams, was the result of rigorous testing at various European circuits with marques including McLaren, Bentley, Aston Martin and Ferrari.

The Avon Motorsport team were committed to supporting and supplying the Championship over a 10 year period and are proud to have delivered a world class range of products and a premium tier service operation. We hope to have the opportunity to work with SRO on other projects in the future and we wish BGT every success in the years to come.





Sunoco race fuels are supplied by Anglo American Oil Company Ltd's race division which also distributes Sunoco race fuels in Europe and the Middle-East through exclusive distributors. Sunoco race fuel is the choice for over 20 different race series across the UK and Europe. With an established reputation for quality and performance, Sunoco race fuel powered the entire 2015 British GT grid in a partnership that also saw branding on all cars, driver overalls and trackside signage, this is set to continue until at least 2017.

As an added bonus, all British GT drivers were also eligible to score Sunoco Whelen Challenge (GT3) or Sunoco 200 Challenge (GT4) points that counted towards prize drives during the Rolex 24 At Daytona race weekend. This year we were pleased to announce that British GT3's Champion, Jonny Adam, also went on to win the Sunoco Whelen Challenge ahead of over 80 eligible racers. He will be out in America driving in the Rolex 24 At Daytona in January 2016.

Anglo American Oil Company Ltd. compliment their range of fuels with a variety of pitstop products; Driven Racing Oil, R racing fuels and lubricants, ISC racers tape, PJ1 trackbite, Tuff Jugs and Kleers car care products and PETRONAS oil - suitable for current road car requirements.

"British GT is a great Championship to work with, and 2015 was the year when we finally got a British GT winner for the Sunoco Whelen Challenge. 2015 British GT Champion Jonny Adam won the much sought after prize drive with the Action Express #31 Whelen sponsored Chevrolet Corvette Daytona Prototype for the 2016 Rolex 24 At Daytona, and will have a real opportunity to be on the podium with the 2015 Championship winning team. It has been a busy year for us in general, but with the level of racing in British GT, the platform has been great to bring customers and partners to the weekends. With the great hospitality package that SARO offers, the exciting racing and the amazing competitiveness, British GT is definitely the place to be working within. We are looking forward to continuous success for the coming years."

Anders Hildebrand
Managing Director

The Sunoco Whelen Challenge is provided in partnership with Whelen Engineering in the USA and Anglo American Oil Company Ltd in the UK, and allows drivers from selected Sunoco-fuelled championships to compete against each other throughout the season. Using a unique points system, the driver with the highest number of points at the end of the year is named the Sunoco Whelen Challenge winner. Their prize is a fully paid-for race seat in the Action Express Racing-run Whelen-sponsored Chevrolet Corvette Daytona Prototype at the Rolex 24 At Daytona in January 2016. The 2015 season was open to challengers from British GT3, Radical Enduro Championship, Radical European Masters and Britcar Endurance.

The Sunoco 200 Challenge is run by Anglo American Oil Company Ltd and provides the winner, from additional eligible series, with a race seat in the Sunoco liveried Chevrolet Camaro during the 200-mile endurance race on the Friday before the Rolex 24 At Daytona. The eligible series for 2015 were: British GT4, Radical Sprint Championship, Britcar Sports & Touring Car and Trophy Series, F3 Cup, GT Cup, MINI Challenge and Atom Cup.

For more information please visit www.sunocochallenge.com





PETRONAS Lubricants International was proud to be appointed as the official lubricants partner of the 2015 Avon Tyres British GT Championship. PETRONAS took part in the event together with its partner, Anglo American Oil Company Ltd.

PETRONAS Lubricants International (PLI), a wholly-owned subsidiary of PETRONAS, the national oil corporation of Malaysia, is the technical resource behind PETRONAS' Technical Partnership to the MERCEDES AMG PETRONAS Formula One Team, and is responsible for the design, development and delivery of the Fluid Technology Solutions™ program.

The experience gained by PETRONAS in both F1 and other motorsport activities, has inspired the development of the PETRONAS Syntium range of lubricants. This new high-tech lubricant range is suitable for all new generation engine requirements.



Blancpain as an official partner of the Avon Tyres British GT Champion is naming partner of the Blancpain Gentleman Driver Trophy which adds incentive amongst the less experienced drivers in the series to prove their worth amongst their peer group.

At every event there is a Blancpain Gentleman Driver of the Weekend Award, the winner of which is presented with a Blancpain wall clock. Those drivers to have won a clock in 2015 were:

- Gary Eastwood (FF Corse – Ferrari)
- Liam Griffin (Oman Racing Team – Aston Martin)
- Gilles Vannelet (Von Ryan Racing – McLaren)
- Jon Minshaw (Barwell – BMW)
- Lee Mowle (888 – BMW)
- Rick Parfitt Jnr (Team LNT – Ginetta)
- Lee Mowle (888 – BMW)

Beechdean AMR driver Andrew Howard was crowned 2015 Avon Tyres British Championship and also became the Blancpain Gentleman Driver Trophy. It was for the latter that he was presented with an engraved Blancpain 8885 S timepiece at the end-of-season SRO Prize Giving ceremony in London.

The Blancpain 8885 S is a formidable reward for Howard's season-long efforts. At the heart of the sophisticated and performance oriented case, the Blancpain Chronograph, lies its throbbing "engine", the mechanical self-winding Calibre F185. This calibre is endowed with a 40-hour power reserve and comprises 308 parts. The unmistakable black dial is distinguished by two red and white 9 and 12 o'clock numerals. This model is teamed with a strap in alcantara secured by a steel folding clasp.

JB
1735
BLANCPAIN
MANUFACTURE DE HAUTE HORLOGERIE

Innovation is our Tradition

Founded in 1735 by Jehan-Jacques Blancpain, the watch brand bearing his name is the oldest in the world. Blancpain is committed to the renewal of mechanical watchmaking and to passing on exceptional expertise from one generation to the next through constant investment in human resources, production facilities and research. This approach is its strength and the expression of Blancpain's long-term vision, even though it goes against the tide of a certain tendency to seek immediate profit. From the creation of components through to watch design, Blancpain is distinguished by its ability to develop exceptional movements. Over the past ten years, Blancpain has indeed developed no less than 34 new calibres.

Through its various models, Blancpain preserves its heritage of precision and elegance, while also displaying an innovative and occasionally provocative spirit. Its range encompasses the sportive L-evolution line, the legendary Fifty Fathoms diver's watch, as well as the classic Villeret collection, the high complication from Le Brassus collection and the Women models.





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. Today, with over 50 race meetings and 25 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 Club Head Office is in Borough Green, Kent, just a short drive from Brands Hatch. With support from our six regional Centres, the Club runs race meetings at circuits across the UK and is well equipped to serve members wherever they live in the country. The BRSCC covers an extensive spectrum of motorsport activities and this is reflected in our varied schedule of race meetings, which take place most weekends between March and November. Our portfolio of championships really does cater for all tastes, budgets and age brackets. We literally have something for everyone - whether you're starting out as an ambitious teenager, or just looking for somewhere to race at weekends or having achieved in one formula you are aiming to broaden your experience in a different marque.

In addition to our domestic championship meetings, the BRSCC also organises the prestigious British GT package in association with SRO and is involved in organising the UK rounds of international events such as Blancpain and the FIA World Endurance Championship. Over the years, the BRSCC has played a leading role in introducing to the British motorsport scene such activities as endurance racing, the Birmingham International Superprix, night racing, race events abroad and the prestigious Formula Ford Festival. Our 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. While the Club is very much forward thinking, we are proud of our history so are honoured to number amongst our Vice Presidents such racing legends as Sir Stirling Moss OBE, Derek Bell MBE and Nigel Mansell OBE who all raced extensively with the BRSCC.



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.

The BRDC owns and operates Silverstone Circuit on the Buckinghamshire/Northamptonshire borders. The Club has been responsible for developing Silverstone into a world class motor sport venue and promoting top flight motor sport there for approaching 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 "Super Stars" and "Rising Stars" programmes. Many British GT drivers feature in these programmes, namely Superstars Ross Wylie and Rising Stars Ross Gunn, Jamie Chadwick, Jody Fannin, Lewis Plato, Ryan Ratcliffe, Andrew Watson.



The Motor Sports Association (MSA) is recognised as the sole motor sport governing body for the United Kingdom by the world governing body, the Federation Internationale de L'Automobile (FIA). As the governing body, the MSA is responsible for the governance and administration of all major forms of motor sports in the UK, controlling the technical and sporting rules across the various disciplines.

The MSA implements these rules, known as the General Regulations, to govern the conduct of motor sports. These rules are made and amended by the Motor Sports Council, which is the 'parliament' of motor sports, while the MSA acts as the 'civil service'.

The British Grand Prix and the Rally of Great Britain are the flagship motor sports events in the UK however the MSA is also concerned with the 34,000 licence holders, 10,000 volunteers & officials and the 5,000 events taking place in the UK each year.

The MSA is an organisation made up of more than 700 motor clubs (with a combined membership in excess of 200,000) organised around 13 Regional Associations across the United Kingdom. It represents international and national issues relating to the governance of motor sports and is involved on various FIA Specialist Commissions.

The MSA is represented on the FIA World Council, exerting influence where necessary in the interests of the UK, helping to shape the direction of motor sports on the world stage.





Calais Wine Superstore has, with great pleasure, supported British GT in 2015. Once again the campaign went right down to the wire and, as usual, bottles of bubbly supplied by Calais Wine Superstore were in evidence on winning podiums. Marco Attard, owner of Calais Wine Superstore, said: "We're delighted to contribute to British GT, which is a great championship that has been going from strength to strength in recent years under the stewardship of Benjamin Franassovici and his team."

The Calais Wine Superstore is a wholly British-owned, independent business whose proprietors have been in the cross-Channel trade since the 1990s. It is the largest dedicated wine warehouse in Calais and offers enormous savings on UK supermarket prices (£4 a bottle on average but often much more). Customers can choose from a large range of wines available for under £2, starting from as little as £1.29 a bottle. Wines in the Lindemans Winemakers Release range are currently only £2.99 – a saving of £5.50 on UK supermarket prices – and there are many popular brands to choose from including Hardys, Blossom Hill, Jacob's Creek, Kumala, Casillero del Diablo, Wolf Blass and more. An increasing number of medium-priced and premium wines are also stocked, plus a great selection of Champagnes from only £9.99 a bottle including famous names such as Taittinger, from just £17.99 or Laurent Perrier Rosé from £34.99 a bottle!

Calais Wine Superstore takes pride in providing excellent customer service and removing the hassle and expense from its customers' trip to Calais. Clients can place a pre-order on the website, which is bursting with information on all 500 wines stocked. And we'll even pay for their Channel crossing, too!

Calais Wine Superstore's 'try-before-you-buy' feature also allows customers to request free travel without pre-ordering. They can then browse and taste wines in-store before purchasing thanks to our state-of-the-art tasting machines with temperature-controlled wines and a tasting bar with over 150 wines open and available to try for free every day.

Whether planning a wedding, party or simply stocking up, customers are sure to find real savings on wine and beer at The Calais Wine Superstore.
www.calaiswine.co.uk
 Tel. +33 321 19 00 19



Stand 21, the world leader in head to toe, made-to-measure racing gear, was the official supplier of British GT, and has applied its philosophy by being present on most of the events. With 150 employees worldwide, Stand 21 products are hand crafted within Stand 21's own factories, exceeding the most rigorous safety and medical standards required by the FIA, SFI, the Snell foundation etc. That is why Stand 21 supplies safety equipment to top racing teams and championships, like the British GT.

More than faster lap times or race wins, safety is what keeps motorsports going. Comfort affects the performance and safety of the racecar driver. In this regard, Stand 21 is committed in finding and testing new materials, options, and processes that will help develop the most ergonomic and safest products.

As a racewear specialist, Stand 21 is also able to equip the mechanics and to work on Teamwear projects to propose a global solution to the teams.

Stand 21 is proud, to have earned the trust of thousands of race car drivers worldwide who have selected Stand 21 as their favourite safety brand.

Finally, Stand 21's unique approach is totally focused on its customers, adapting its products and services to match their specific requirements.

<http://www.stand21.co.uk/>

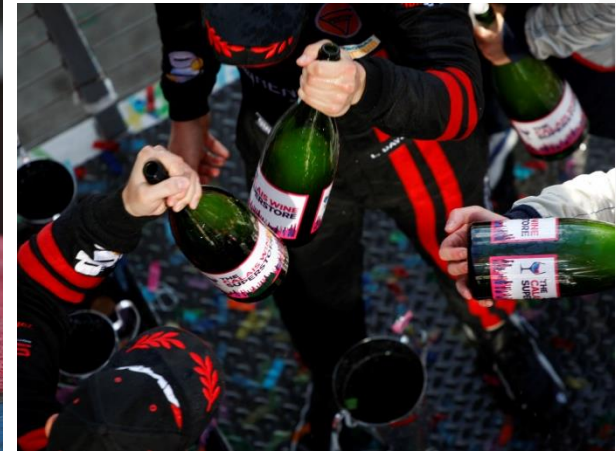


The British GT Championship welcomed Europe's largest single site American and European motorhome dealer Itchy Feet to join the championships' roster of partners in 2014. Itchy Feet remains a championship partner in a long term deal which will see an Itchy Feet motorhome at every British GT championship round as well as excellent rates being offered exclusively to British GT competitors.

"The British GT Championship offers superb racing with an excellent mix of cars, teams and drivers so it's with great pleasure that Itchy Feet is supporting these series. We offer the most varied range of RV and Winnebago-style motorhomes outside of the USA and these present the ideal solution for the motorsport weekend for competitors. We cater for motorsport hire, TV and film location, equestrian events, golf tournaments and many events spanning across Europe, so to be able to showcase our service with prestigious series like British GT is a real honour for us."

Mike Randle, Sales and Marketing Director, Itchy Feet

<http://www.itchyfeet.biz>
info@itchyfeet.biz



07 PRIZES – PODIUM AWARDS

Race Event 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

Points for Overall GT3 and GT4 Driver and Team Classification, Pro Am and Silver Cup Classifications.

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

Sunoco Fastest Lap of the Weekend Award

Each race weekend Anglo American Oil Company Ltd present the 'Sunoco Fastest Race Lap of the Weekend' in both the GT3 and GT4 classes. This culminates at the end of the year with the 'Fastest lap of the year' award for each class.

This year we are proud to award Jonny Adam from GT3 and James Nash from GT4.

This award is set to continue for the 2016 season.

Blancpain Gentlemen Driver of the Weekend Award

In 2013 a new gentleman trophy and classification was introduced by the series partner, Blancpain. Bronze drivers over the age of 35 are eligible, bronze / bronze pairings will benefit from extra points towards their classification.

Each gentleman driver that is named a 'Driver of the Weekend' is presented with a famous Blancpain wall clock on the podium and the end of year victor receives a special British GT Blancpain watch.

Winning wall clocks in 2015 :

Gary Eastwood (FF Corse – Ferrari)
Liam Griffin (Oman Racing Team – Aston Martin)
Gilles Vannelet (Von Ryan Racing – McLaren)
Jon Minshaw (Barwell – BMW)
Lee Mowle (888 – BMW)
Rick Parfitt Jnr (Team LNT – Ginetta)
Lee Mowle (888 – BMW)



Championship Awards

All winners are presented with championship trophies at the SRO End of Season Night of Champions, arranged at a private venue after the season close, where all the SRO series Champions will be awarded their trophies.

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

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. 2nd and 3rd in Teams, 1st, 2nd and 3rd in GT3 and GT4 Pro-Am and Silver Cup classifications are also awarded.

Allan Simonsen Award

Following the tragic loss of popular Danish driver, Allan Simonsen, at the Le Mans 24 Hour race in 2013 British GT Championship organisers, SRO Motorsports Group, announced that a special award would be created in his honour. Allan had been a regular in the series since 2004 and the prize was intended to ensure his spirit and legacy lived on.

Allan was a familiar face in the British GT paddock and Rosso Verde garage, but it was his ability to produce last-gasp pole position laps and thrilling race stints that really made him stand out from the crowd. The stylish trophy created in his honour will be awarded annually to the driver that races with pace, humility and good humour; characteristics that Simonsen possessed and demonstrated during every British GT weekend.

In 2014 the Rookie of the Year prize was introduced to be awarded to a driver who has performed exceptionally well in their first season of British GT. The first recipient of the award was Team Parker Racing driver, Dan Cammish. 2014 was Dan's first full season of GT racing after becoming British Formula Ford Champion in 2013. In 2015 the Rookie of the Year was awarded to Luke Davenport from Tolman Motorsport.

The Blancpain Gentleman Trophy, Rookie of the Year, Sunoco Fastest Race Lap of the Year Award and the Allan Simonsen Award were all presented at the Night of Champions.



Allan Simonsen Award

376

TOTAL HOURS OF AIR TIME

161

CUMULATIVE GLOBAL TV REACH IN MILLIONS HOUSEHOLDS

40

LIVE HOURS OF AIR TIME

82%

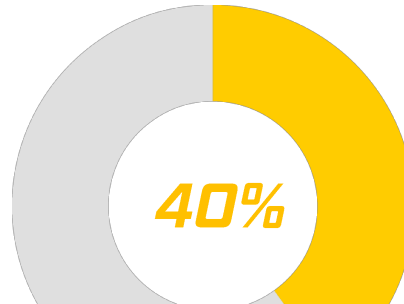
PERCENTAGE OF ABC1 MALES IN THE SPECTATOR SOCIAL CLASS

76%

PERCENTAGE OF MALES IN THE SPECTATOR AUDIENCE

24

MILLION IS THE UK TV REACH



INCREASE IN CHAMPIONSHIP PARTNERS EXPOSURE VALUE IN 2015 THANKS TO THE LIVE TV PACKAGE – AS CALCULATED BY LEADING SPORTS MARKETING RESEARCH CONSULTANTS, REPUCOM

Channels:

- Channel 4
- All4 (Channel 4's on-demand service)
- Motors TV France, Europe, UK
- BT Sport
- Fox Star Sports Asia
- Motortrend On Demand

Almost 90% of British GT fans watch British GT events on television. British GT has a huge European fan base, alongside pockets of support from fans as far afield as Australia, New Zealand and Asia. Every event is televised across six channels worldwide (Channel 4, Motors TV France, Europe, UK, BT Sport, Fox Star Sports Asia) and on two online on-demand channels (All4 and Motortrend On Demand). Live coverage and highlights programme reach:

- Over 161 million global households
- 24 million UK households
- Average viewer demographic consists of ABC1 males



08 MEDIA COVERAGE 2015 GT TV

Channel 4

The British public-service television broadcaster is available on 27 terrestrial, satellite and cable channels. The channel is also available online 24/7 via watchlive.channel4.com. The channel reaches 23 million ABC1 adults each month and is the top converting commercial terrestrial channel for both 16-34s and ABC1 adults. Indeed, Channel 4 viewers are 47% more likely than all adults to agree that they are tempted to buy products they've seen advertised.

Airtime = seven hours (30-minute programme aired twice during the week after each event).

All 4

Channel 4's online service is ranked number one video on-demand platform for young audiences, with 11.3 million registered users. Its British GT highlights programme is available for free 30 days after its initial airing on Channel 4. Airtime = free 30-minute highlights programme.

Motors TV

The world's only dedicated motorsport TV channel can boast 31.9 million subscribers across its UK, French and European feeds.

British GT's live and highlights coverage is broadcast in 38 different countries.

A total of 18.5 million UK and Irish households receive Motors TV via a combination of free-to-air (Freeview, YouView) and subscription (Sky, Virgin Media) services.

In 2015 British GT's Rockingham, Silverstone, Snetterton, Brands Hatch and Donington Park rounds were shown live on Motors TV's channels. Highlights programmes are also produced and aired multiple times across all three feeds post-event. A three-hour season review programme is also shown.

Airtime = 337 hours total consisting of 40 live hours plus various 48-minute 'best of' and 90-minute 'highlights' programmes aired multiple times post-event.

BT Sport

This reasonably new group of UK-based sports television channels, launched in August 2013, now reach 5.2 million homes.

BT Sport is available on the BT TV, Sky and Virgin Media television platforms in the UK, and also UPC Ireland in the Republic of Ireland. BT Sport is also available online via the BT Sport online player and mobile app.

Airtime = 30-minute highlights programme aired multiple times post-event.

Fox Star Sports Asia

This arm of News Corporation's international multimedia business emphasises lifestyle and interactive spectatorship. A British GT highlights programme is shown on the Star Sports International Motorsports News. Star Sports features a wide variety of premium sports content, highlighted by the sports entertainment show Score Tonight.

The channel has a reach of 101 million households across 21 countries.

Motortrend On Demand

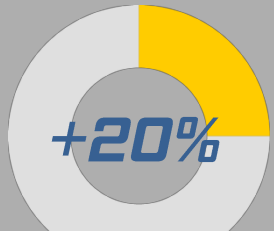
The North American home of popular domestic and international racing series, Motortrend On Demand's premium video platform features automotive-themed content from around the globe.

International motorsport is available live and on-demand across multiple platforms, including desktop, tablet, mobile and streaming devices.

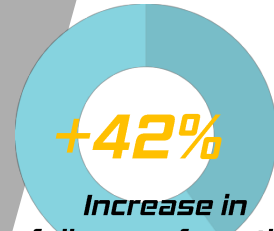
The service already boasts 12 million users.

Airtime = 30-minute highlights programme available online

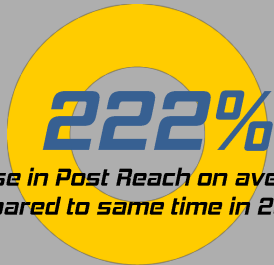




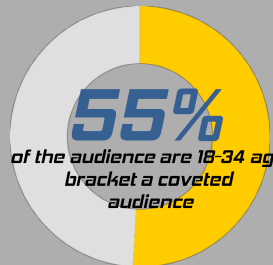
Likes of the British GT Facebook page increased by 20% from the start of the year to the start of November endorsing a fanbase



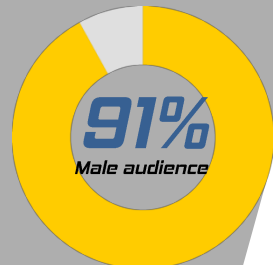
Increase in followers from the start of the year to the start of November



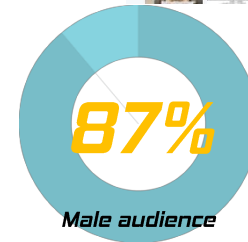
Increase in Post Reach on average compared to same time in 2014



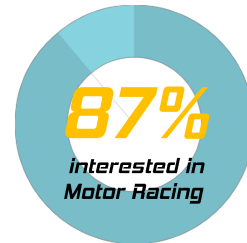
of the audience are 18-34 age bracket a coveted audience



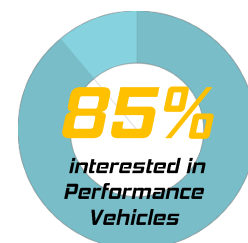
Male audience



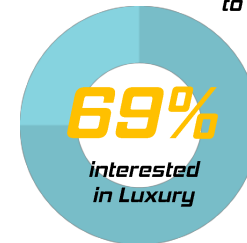
Male audience



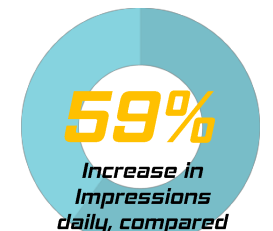
interested in Motor Racing



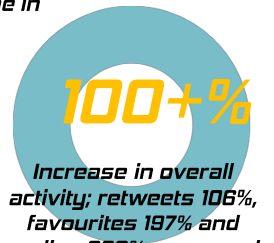
interested in Performance Vehicles



interested in Luxury



Increase in Impressions daily, compared to same time in 2014



Increase in overall activity; retweets 106%, favourites 197% and replies 230% compared to the same time in 2014

Spectator attendance up 12% from 2014
With 16K at Oulton Park, averaging over 9K during the
season, on going joint promotion with tracks to increase
growing trends.

Demographic Data

The British GT audience is largely male dominated. However, female fans can be considered more engaged with the championship. 95% of female fans had previously attended a British GT event, compared to 89% of male fans. The largest segments of the British GT fan base are professionals (30%), technicians and trade workers (11%), and students (11%). These three occupational categories account for more than half of the current British GT fan base.

Attending Events

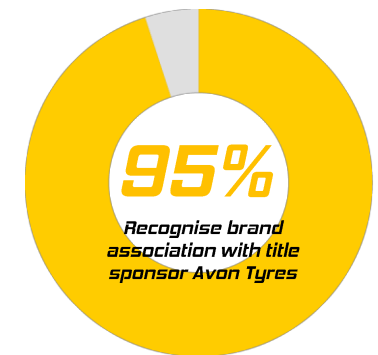
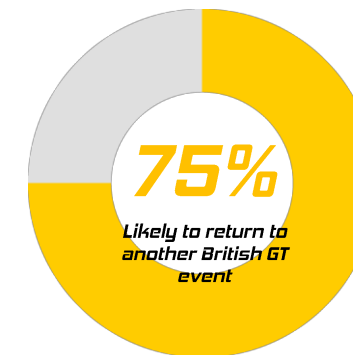
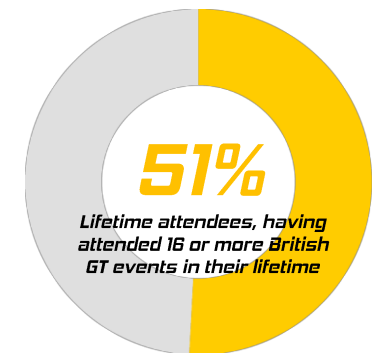
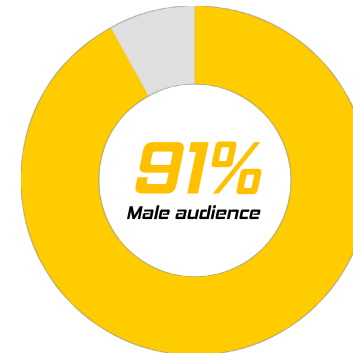
46% of the British GT audience attended only one race in the 2015 Championship season, while 23% of the British GT audience attended two races. "lifetime attendees" are considered as the category of fans that have attended 16 or more British GT events in their lifetime. This category makes up 51% of the British GT audience, indicating a strong sense of loyalty and attachment to the Championship.

Fan Attitudes

Fans have strong positive attitudes towards British GT events. A semantic scale measuring fans attitudinal perception of events indicated strong levels of trust in the event, as well as positive feelings and opinions. 75% of British GT fans at event weekends indicated they were very likely to attend another British GT event in the future. At British GT events, fans enjoy the on track action and general atmosphere of the event itself.

Attitudes Towards Brands

Fans recognise and associated a number of brands with British GT events. Among those brands with the strongest resonance with fans are Avon Tyres (95%), Beechdean Ice Cream (80%), and Nissan/PlayStation GT Academy (68%). However fans were able to identify up to 40 different brands present at British GT events.



Media Consumption

The average British GT fan consumes media through a variety of platforms. Currently, 86% of fans watch television coverage of British GT events. There is an overlap in fans of British GT and other sports on TV. Formula 1 is ranked as a top preference among British GT fans, as well as Sport Cars (non British GT), and the British Touring Car Championship. Aside from motorsports series, fans also watch football and rugby on TV.

Print Media Consumption

The majority of British GT fans regularly read motorsports magazines, including Autosport, Motorsport, BBC Top Gear, and F1 Racing. The male demographic also indicated an interest in “Men’s Style” magazines including, GQ, Men’s Health, and Empire. Women’s fashion and lifestyle magazines including Vogue, Grazia, and OK! Magazine were popular non-automotive choices among the female demographic of British GT fans.

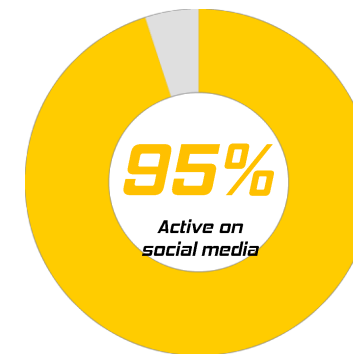
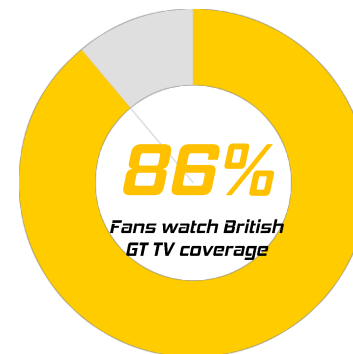
Online Media Consumption

Fans again turn to multiple online sources for automotive and motorsports news. British automotive websites are most favoured amongst British GT fans. 42% of fans regularly visit BBC Sport, while Top Gear, Autosport.com, and Motors TV are visited by 37% of fans.

Aside from motorsports news, British GT fans are found to regularly visit a number of news, current affairs, and other sporting websites.

Social Media Consumption

British GT fans are constantly connected and communicating. Only 5% of the British GT fans don’t use at least one channel of social media, with 53% of fans connecting multiple times a day. Facebook (84%) and Twitter (74%) are the two most popular social media accounts among fans, with YouTube (68%) and Instagram (47%) also popular among fans. Most importantly, British GT fans prefer to obtain information via social media and online sources than any other channel. Interacting with fans through social media means that fans will be more receptive to brand communication, making marketing efforts more effective and efficient.



With glamorous supercars racing bumper-to-bumper, ground-shaking noise, breath-taking speeds and all the drama of pit stops and driver changeovers, the British GT Championship is one not to be missed. Quoted as probably the country's best kept secret it provides a perfect platform for teams and sponsors to entertain guests.

The growing pedigree of the championship and high profile Channel 4 and Motors TV Live 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 and other events to further build a fun environment and allow for teams, drivers and guests to socialise and relax at the circuit. During the weekend guest can attend the pit lane walk about and autograph sessions. Garage tours can also be arranged. With the VIP race day package, guests will be escorted on to the Grid to get up close to the race cars just moments before the green flag.

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 Club provides businesses with a perfect opportunity to entertain clients and reward employees.

The SRO Club is an exclusive hospitality venue 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, in addition to the VIP hospitality, the Club is the hub of all British GT activity with Team breakfast and lunch served on Saturday and Sunday mornings and a selection of hot and cold refreshments provided throughout the weekend.

While acting as a key meeting place for those involved within the championship, the Club 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 Club, the facility can provide you and your guests with first class facilities.

In addition, the Club 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 and live feed at selected rounds

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.

"The VIP hospitality package offered at the Avon Tyres British GT suits our guests perfectly. The atmosphere is relaxed and welcoming and the catering is excellent. The SRO unit is located in the heart of the paddock so guests are close to the action."

Sarah McRoberts, Avon Tyres



[Please CLICK HERE for full SRO Club Hospitality Brochure](#)

OULTON PARK 04 – 06 APRIL 2015



Race 1 - Podium GT3



Race 2 - Podium GT3



Race 1 - Podium GT4



Race 2 - Podium GT4

GT3

Qualifying 1

LIAM GRIFFIN / RORY BUTCHER Aston Martin
1:35.858

Qualifying 2

JONNY ADAM / ANDREW HOWARD Aston Martin
1:33.877

Race 1

LIAM GRIFFIN / RORY BUTCHER Aston Martin

Fastest Lap

ADAM CARROLL Ferrari
1:35.549

Race 2

JONNY ADAM / ANDREW HOWARD Aston Martin

Fastest Lap

JONNY ADAM Aston Martin
1:35.870

GT4

OZ YUSUF / GAVAN KERSHAW Lotus Evora
1:44.200

LUKE DAVENPORT / DAVID PATTISON Ginetta G55
1:43.132

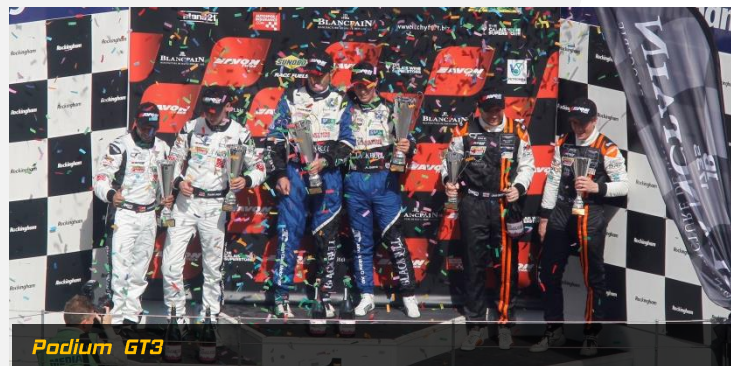
MIKE ROBINSON / GRAHAM JOHNSON Ginetta G55

LUKE DAVENPORT Ginetta G55
1:43.674

OZ YUSUF / GAVAN KERSHAW Lotus Evora

GAVAN KERSHAW Lotus Evora
1:44.689

ROCKINGHAM 02-03 MAY 2015



Podium GT3



Podium GT4

GT3

Combined Q

MARCO ATTARD / ALEXANDER SIMS BMW Z4
2:46.786

Race

MARCO ATTARD / ALEXANDER SIMS BMW Z4

Fastest Lap

ALEXANDER SIMS BMW Z4 1:25.508

GT4

JAMIE CHADWICK / ROSS GUNN Aston Martin Challenge
3:00.020

JAMIE CHADWICK / ROSS GUNN Aston Martin Challenge

JAMIE CHADWICK Aston Martin Challenge 1:31.859

SILVERSTONE 30 - 31 MAY 2015



GT3

GT4

Combined Q

JONNY ADAM / ANDREW HOWARD Aston Martin 4:06.087

OZ YUSUF / GAVAN KERSHAW Lotus Evora 4:28.694

Race

GILLES VANNELET / ADRIAN QUAIFE-HOBBS McLaren 650S

JAMIE CHADWICK / ROSS GUNN Aston Martin Challenge

Fastest Lap

JONNY ADAM Aston Martin 1:35.870

ROSS GUNN Aston Martin Challenge 2:16.078

SPA-FRANCORCHAMPS 10-11 JULY 2015



Podium GT3



Podium GT4

GT3

Average Q

JONNY ADAM / ANDREW HOWARD Aston Martin 2:22.574

Race

JONNY ADAM / ANDREW HOWARD Aston Martin

Fastest Lap

RORY BUTCHER Aston Martin 2:23.552

GT4

OZ YUSUF / GAVAN KERSHAW Lotus Evora 2:34.460

OZ YUSUF / GAVAN KERSHAW Lotus Evora

JAMES NASH Lotus Evora 2:36.788

BRANDS HATCH 1 - 2 AUGUST 2015



GT3

Combined Q

JONNY ADAM / ANDREW HOWARD Aston Martin
2:51.606

Race

MARCO ATTARD / ALEXANDER SIMS BMW Z4

Fastest Lap

ALEXANDER SIMS BMW Z4
1:26.651

GT4

PAUL MCNEILLY / JAMIE STANLEY Ginetta G55
3:06.578

DAVID PATTISON / LUKE DAVENPORT Ginetta G55

LUKE DAVENPORT Ginetta G55
1:34.500

SNETTERTON 22 - 23 AUGUST 2015



GT3

GT4

Qualifying 1

ANDREW JARMAN / JODY FANNIN Aston Martin
1:50.124

OZ YUSUF / GAVAN KERSHAW Lotus Evora
1:59.725

Qualifying 2

ALEXANDER SIMS / MARCO ATTARD BMW Z4
1:47.409

GAVAN KERSHAW / OZ YUSUF Lotus Evora
1:58.458

Race 1

LIAM GRIFFIN / RORY BUTCHER Aston Martin

OZ YUSUF / GAVAN KERSHAW Lotus Evora

Fastest Lap

JONNY ADAM Aston Martin
1:50.398

JAMES NASH Lotus Evora
1:59.975

Race 2

JONNY ADAM / ANDREW HOWARD Aston Martin

JAMIE STANLEY / FULVIO MUSSI Ginetta G55

Fastest Lap

JONNY ADAM Aston Martin
2:06.984

LUKE DAVENPORT Ginetta G55
2:20.461

DONINGTON PARK 12 – 13 SEPTEMBER 2015



Podium GT3



Podium GT4

GT3

Combined Q

ANDREW JARMAN / JODY FANNIN Aston Martin
2:58.193

Race

DEREK JOHNSTON / MATT BELL Aston Martin

Fastest Lap

BENNY SIMONSEN Ferrari
1:29.273

GT4

OZ YUSUF / GAVAN KERSHAW Lotus Evora
3:14.307

CHRIS WEBSTER / DAN LLOYD Aston Martin Challenge

JAMES NASH Lotus Evora
1:37.298

11 HALL OF FAME



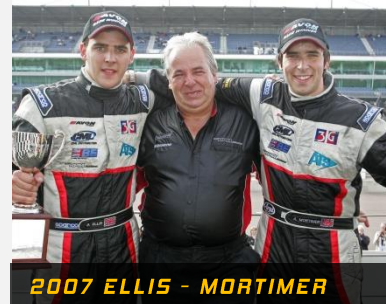
2004 COCKER



2005 KINCH - KIRKALDY



2006 MULLEN - NIARCHOS



2007 ELLIS - MORTIMER



2008 GORNALL - BARNES



2009 JONES - JONES



2010 ASHBURN



2010 DICK - STANLEY



2011 GEDDIE - GEDDIE



2011 BELSHAW - CLUTTON



2012 CAINE - PERFETTI



2012 HUGHES - FANNIN



2013 HOWARD



2013 RATCLIFFE - PARFITT



2014 ATTARD



2014 WYLIE - GIDDINGS



2015 ACADEMY GT4 TEAM CHAMPIONS



2015 ADAM - HOWARD



2015 GUNN - CHADWICK



2015 BARWELL GT3 TEAM CHAMPIONS

**BENJAMIN
FRANASSOVICI**
Championship Manager

+44 (0)2078 352 573
benjamin@sro.co.uk

**LAUREN
GRANVILLE**
Championship
Coordinator

+44 (0)2078 352 578
lgranville@sro.co.uk

**TOM
HORNSBY**
Press Officer

02086059797
+44 (0)7935 820 827
tom@sro.co.uk

**BERNARD
COTTRELL**
Series Race Director

Bernard@brscc.co.uk

**JON
CROOK**
Series Technical
Delegate

crook_jonathan@hotmail.com

