



## 1. REGULATIONS

The Motorsport UK regulations together with the BTRC Championship Regulations, have been updated for 2024 and contain some important changes which affect this championship. Competitors should ensure that they read the regulations and understand them.

These Season Briefing Notes will be deemed to be part of the Drivers' Briefing at each event and are official instructions.

## 2. GRIDS

Each Race will have all the Class 1 trucks and Class 2 trucks together in one grid.

**Race 1** - the grid positions will be set by the driver's **fastest time** set during the qualifying session.

**Race 2** - the grid positions will be set by the driver's **second fastest** time set during the qualifying session.

**Race 3** - the grid positions will be set by the result of **Race 1 with the top eight (8) positions reversed**.

**Race 4** - the grid positions will be set by the result of **Race 2 with the top eight (8) positions reversed**.

**Race 5** - the grid positions will be set by the result of **Race 3 with the top eight (8) positions reversed**.

Non-classified trucks will be placed behind the last classified finisher on the next relevant race grid, where possible in the order they retired/stopped on track. Any non-starters will be placed after non-finishers.

Should any competitor be subject to a grid penalty it will then be applied to adjust their position on the grid.

Should the official classification for the race which sets the order for the grid be delayed such that it is not published 60 minutes prior to the time of opening of the assembly area or Pit Lane (whichever is relevant) for the following race then the most up to date, published, provisional classification (that including any confirmed judicial action in respect of any Sporting or Technical issue) will be used to set the grid.

No protest or appeal will be accepted as to the possible effects of the use of the provisional classification. (Exemption from Motorsport UK Yearbook Q.12.9.12(ii) applied for and granted as per regulation Q.14 & A.2.4)

Finally, any driver that has been disqualified from a session which sets the order for the grid of a race will start from the back of that grid.

The Clerk of the Course, in consultation with the BTRC Stewards, may elect to replace the procedure in CR 2.5.2 with a 3-row gap on the Grid between the classes (as was used in 2023). Under these circumstances a bulletin will be issued.



### 3. RACE START

Drivers must maintain a constant speed of 60 kph approaching the start line, with a gap of 2/3 lengths between each row and not accelerate until the start signal has been given.

Judges of Fact may be appointed to adjudicate on breaches of the Start Procedure. Any failure to abide by the Start Procedure may be penalised.

### 4. DRIVING STANDARDS

The following sections on driving standards are guidelines. Each incident is considered entirely on its own merit.

#### Defence of a position

Weaving, using the full width of the track, is not permitted. In a race, more than one change of direction to defend position against another truck is prohibited. Any driver moving back towards the racing line, having earlier defended their position off-line, must leave at least one truck width between their own truck and the white line at the edge of the track.

Any sudden or late change of direction that creates a potentially dangerous situation is also not permitted.

The leading truck must not force the following truck to leave the track.

A late move to block which causes contact will usually be deemed the fault of the driver that moved to block.

#### Overtaking

In general, the onus is on the overtaking truck to pass safely – the driver should not expect the truck in front to give-way if the truck attempting to overtake has not gained (without contact) sufficient overlap. Sufficient overlap will usually be deemed to be that the front axle of the truck attempting to overtake is ahead of the rear axle of the truck being overtaken.

If a truck has sufficient overlap on entering a corner, then the truck being overtaken must give enough 'racing room'. The overtaking truck must be completely clear of the overtaken truck before attempting to pull back in front.

A truck about to be lapped should allow the faster truck to pass at the first realistic opportunity and should not attempt to 'race' the faster truck.

#### Contact

A driver who gains an unfair advantage through contact caused by them should surrender that advantage before a further lap is completed.



A driver who gains an unfair advantage may subsequently face a time/position penalty which may be greater than the advantage they initially gained on-track.

Constant intimidation by pushing is not acceptable and renders the offender liable to penalty.

## 5. TRACK LIMITS

Drivers may use all of the track up to and including any kerbs. Where there is no kerb then the white line at the edge of the tarmac will be deemed the limit of the track available.

A driver will be judged to have left the track if any part of the contact patch of any tyre of the vehicle goes completely beyond either the outer edge of any kerb or the white line where there is no kerb.

Drivers exceeding the track limits will be penalised by:

- a) In free practice: The loss of that lap time
- b) In qualifying: The lap time on which the breach occurred will be disallowed for the purposes of establishing grid order for the relevant race but will still count towards the minimum number of laps required to qualify for the relevant race.
- c) During races: the following scale of penalties will be applied:
  - 1<sup>st</sup> breach - noted
  - 2<sup>nd</sup> breach - Black & White warning signal
  - 3<sup>rd</sup> breach - Five-second time penalty
  - 4<sup>th</sup> breach - Ten-second time penalty
  - 5<sup>th</sup> breach - Drive-through penalty
  - 6<sup>th</sup> breach - Black signal

## 6. LIGHT PANELS AND FLAG SIGNALS

Many UK circuits now have FIA approved light panels which have the same meaning and regulatory value as flag signals.

At venues where light panels are operational, these light signals will take priority and may be supplemented with flags. For reasons of safety, in case of conflicting signals between the flags displayed by marshals and the light panels, drivers must comply with the requirements of the signal with the **highest level of safety**. In order of precedence: Red, VSC, Double Yellow, Single Yellow, Green.



## 7. VIRTUAL SAFETY CAR (VSC)

This is a new procedure, introduced to provide race control with the facility to slow the trucks and enable a simple incident to be dealt with promptly. The pertinent regulations are shown below.

The Virtual Safety Car ("VSC") procedure will only be used at venues where operational light panel signalling is available.

A VSC may be initiated to neutralise a race upon the sole decision of the Clerk of the Course.

It will normally be used when the double yellow signal is needed on any section of track and Competitors or officials may be in danger, but the circumstances are not such as to warrant use of the session/race suspension (Red signal).

When the order is given to use the VSC procedure a message "VSC DEPLOYED" will be sent to all Competitors via the official radio system and the light panels will display "VSC". Flashing yellow lights may also be used at the start-line and at other points around the circuit.

All competing trucks, when notified of the VSC procedure (by signals included in Championship Regulation 2.12.2) will reduce speed significantly and line up behind the leader, no more than 5 truck lengths apart, and maintaining the same speed as the leader. For clarity the leader must reduce their speed to a maximum of **60kph**, all other trucks must slow gradually and form up in line astern behind the leader, once all of the other trucks are behind the leader they should all keep to a maximum speed of **60kph**. When slowing drivers must ensure that they slow steadily without erratic changes in speed to maximise the safety of the procedure (also refer to Motorsport UK regulation Q.12.21.5). Overtaking or overlapping of any other competing truck during a VSC procedure is forbidden with the exception of when any truck slows with an obvious problem. No truck may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the VSC procedure is in use. This will apply whether any such truck is being driven on the track, the pit entry or the pit lane.

While the VSC is in operation, no truck may enter the pits unless it is for the purpose of repairing evident damage and then may only rejoin the track when allowed by the pit exit light and not when the line of trucks is about to pass or are passing the pit exit. A truck re-joining the track must proceed at an appropriate speed and in compliance with CR 2.12.3 until it reaches the end of the line of trucks.

The VSC procedure will remain in operation until at least the majority of competing trucks on the circuit are lined up behind the leader.

When the Clerk of the Course calls for the VSC procedure to end a message "VSC ENDING" will be sent to all Competitors via the official radio system and on the timing screen. Following the message, and prior to passing the green signal at the control line, the race leader will dictate the pace. In order to avoid the likelihood of accidents, drivers must proceed at a pace that involves no erratic acceleration or braking nor any other manoeuvre which is likely to either endanger other drivers or impede the restart.



As the leader passes the pit entry road, the green signal will be displayed at the control line and the “VSC” light panels withdrawn. Racing will resume at the control line and therefore CR 2.12.3 will dictate overtaking/overlapping until the line is passed. Following this display of the start signal green signals will be displayed for one lap.

Each lap completed whilst the VSC procedure is in use during a race will be counted as a race Lap, however, if the timetable permits and at the discretion of the Clerk of the Course, the race duration may be extended by up to 3 minutes following a VSC procedure.

Should it be necessary to stop a race during a VSC procedure red signal will be displayed in the usual way. The leader, with all competing vehicles following, will stop prior to the grid in the usual way.

## 8. JUDICIAL BRIEFING NOTES

These Judicial Briefing Notes are an Official Document for the purposes of D.8 of the Yearbook 2024 and to the extent necessary are approved by way of any necessary exemption or exception under A.2.4 of the Yearbook 2024. In this section competitor is taken to refer to both a competitor and/or entrant.

All incidents reported by the officials / marshals or observed by the Clerk of the Course will be initially reviewed by the Clerk of the Course. This review may be during the session or may involve a review of onboard footage or other relevant material after the session ('the Review').

If following the Review, the Clerk of the Course determines that there is no breach of regulation, then the Clerk of the Course will determine that 'No Investigation is necessary'. This does not preclude the Competitor from lodging a formal protest, within time limits as specified in the International Sporting Code 2024<sup>1</sup>, and which will then be heard by the Stewards.

If the Clerk of the Course considers that the incident requires further investigation and that a regulation may have been breached, then the Clerk of the Course will prepare a report and the incident will be placed 'Under Investigation' and will be passed to the Stewards. The Stewards will summon the relevant Competitors and convene a hearing and subsequently publish a written decision (D.8 of the Yearbook 2024).

The Clerk of the Course may choose to consult the Stewards at the Review stage for their opinion and the Stewards are also empowered to instigate their own investigations irrespective of whether these have resulted from a Clerk of the Course report or Competitor Protest. If the Stewards instigate their own investigation they can determine that there is 'no investigation necessary'. This does not preclude the Competitor from lodging a formal protest, within time limits as specified in the International Sporting Code 2024, and which will then be heard by the Stewards.

---

<sup>1</sup> <https://www.fia.com/regulation/category/123>



Offences reported by Judges of Fact (such as track limit infringements and false starts) will be reserved under the powers of the Clerk of the Course who may apply the penalties detailed in the Championship Regulations without needing to consult with the Stewards.

Should the Stewards wish to conduct an inquiry into an incident and wish the relevant driver(s) to be present, the Stewards will place a message (a summons) on the WhatsApp group. A summons will contain the number(s) of the trucks concerned, the time of the inquiry and the alleged offence. It is important that all teams check the WhatsApp group from 20 minutes before a session, during a session and up to 1 hour after a session.

Any competitor wishing to submit a Protest must address the Protest to the chair of the Stewards. The Protest should be delivered to the Clerk of the Course or the Event Secretary and must be accompanied by an undertaking to pay the appropriate fee (refer to Appendix 1, 13.1.iv of the Yearbook 2024).

Any appeal against the decision of the Stewards must be made to the Motorsport UK National Court (refer to Appendix 1, 13.4.iii of the Yearbook 2024). Appeals will not be heard at the event. The competitor should notify the Stewards in writing of their intention to appeal within one hour of being sent the decision electronically. The full details of the appeal must be submitted to Motorsport UK within 96 hours from the moment the Stewards are notified of the attention to appeal. Once a competitor has given notice of intention to appeal the payment of the appeal fee must be made even if the competitor decides not to submit a full appeal.

## **9. REQUEST FOR CLERK OF THE COURSE'S REVIEW OF AN INCIDENT**

Should any driver wish the Clerk of the Course to review an incident after a session, they should complete a 'Request for Clerk of the Course's Review of an Incident' document – verbal requests will not be accepted. Blank copies of the document will be available from the Championship Manager. Note that this is an informal process, conducted at the sole discretion of the Clerk of the Course, and does not constitute, nor preclude, the lodging of a formal protest as outlined above in section 8.