



2024 International Truck Prix

Donington 10th/11th August

Supplementary Regulations



Organised by:

The British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

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Table of Contents

Sporting Regulations – General	3
1.1 Title & Jurisdiction	3
1.2 Officials	3
1.3 Competitor Eligibility	3
1.4 Registration	3
1.5 Event	3
1.6 Scoring	4
1.7 Awards	4
Event & Race Procedures	5
2.1 Entries	5
2.2 Briefings	5
2.3 Qualification Practice	5
2.4 Races	5
2.5 Starts	6
2.6 Session Red Flag	6
2.7 Pits, Paddock & Pit Lane Safety	7
2.8 Race Finishes	8
2.9 Results	8
2.10 Timing Modules	8
2.11 Qualification Races	9
2.12 Operation of Safety Car	9
2.13 Driving Standards	9
2.14 Onboard Cameras	9
Specific Regulations	10
Penalties	13
General	13
4.1 Specific Matters	13
Technical Regulations	15
5.1 Introduction	15
5.13 Tyres	15
5.15 Fuel Tank/Fuel	15
Appendices	16
6.1 Race Organising Club	16
6.2 Contacts	16
6.3 Commercial Undertakings	16
6.4 Penalties	19
6.5 Drawings	19
6.6 Approved Tyres	19
6.7 Race with Respect	20



1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The International Truck Prix is organised and administered by the British Automobile Racing Club (BARC) and promoted by the British Truck Racing Championship (BTRC), in accordance with the General Regulations of Motorsport UK Association Limited (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.

Motorsport UK Permit No: 135422
Race Status: National (Truck)

1.2 OFFICIALS:

1.2.1 Co-ordinator:

1.2.2 Licensed Eligibility Scrutineer: Terry Cox & Paul Garrett (Deputy)

1.2.3 Others as detailed in the Final Instructions or subsequent Bulletins

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be Registered for the Event and
- (b) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be Registered for the Event and
- (b) be in possession of valid Competition Race National - Truck Status Licence, as a minimum or
- (c) Or be in possession of the highest grade of National Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2. and FIA ISC Article 2.3.7.b applies).
- (d) Agree to abide by the Motorsport UK Race With Respect campaign at all times to promote a safe, enjoyable and fair environment.

1.3.3 All necessary documentation must be presented for checking when signing-on. This will include both the competition licence and club membership card.

1.4 REGISTRATION:

1.4.1 All competitors must register for the Event by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the closing date for entries.

1.4.2 A maximum of twenty (20) Registrations will be available for allocation by the BARC. They will not necessarily be allocated based on the chronological order in which applications were received.

1.4.3 The Registration Fee is £1,500 and should be made payable to "BTRC".

1.4.4 All drivers (and their associated team members) granted a Registration for the Event undertake not to behave in such a way (including but not limited to on the track, off the track, in the media or on social media) as to risk bringing any one or all of the BARC, the British Truck Racing Championship or the sport itself into disrepute.

1.4.5 Registration may not be transferred between Drivers and/or Entrants

1.5 EVENT:

The Event is scheduled to be contested over one Event as follows:

RACE	DATE	VENUE	CLUB
1, 2, 3 & 4	10 th /11 th August	Donington National	BARC

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers within the Final Results as follows:



1st – 15, 2nd – 14, 3rd – 13, going down in single point intervals to 15th place – 1.

There will be an additional point awarded for the fastest lap in each class in each race providing that Competitor is classified as a finisher within the Final Results.

Should for whatever reason, the scheduled race duration (as may be amended by Bulletin) not be completed, the following points will be awarded:

- a. 50% or more of the originally intended race duration will attract 100% points.
- b. At least two (2) complete laps but less than 50% of the originally intended race duration will attract 50% points.
- c. A race of less than 2 laps will be declared a No Contest in accordance with NCRQ.12.15.1 and no points awarded if it cannot be restarted in accordance with Q.12.15 - 16.

Race duration percentage will be determined by the declared total race time/laps on the official results. Except under NCRQ.12.15.1 (No contest), where a race has been stopped and restarted, the combined total race time(s) will be used for the purpose of determining the percentages above.

1.6.2 Ties shall be resolved using the formula in W.1.3.4, in the current Motorsport UK Yearbook. If this does not resolve the tie the Competitor that achieved the best result first will be declared the winner.

1.7 AWARDS:

1.7.1 All awards are to be provided by the Promoter.

1.7.2 Per Event: An award will be awarded to 1st, 2nd & 3rd in each race.

1.7.4 Presentations:

Awards will be presented 45 minutes after the chequered flag for the relevant race. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of the award.

Competitors are required to attend the above presentation wearing their race suit fully fastened and with all sponsor badges unobscured for the duration of the presentations to portray a professional image of their team and the Sport. Attendance at any such ceremony is mandatory and failure to attend without the written prior approval of the Organisers or failure to wear suitable attire will automatically result in the loss of all awards.

All Awards are made subject to the conclusion of all applicable Judicial Procedures.

1.7.5 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.

1.7.6 Title to all Trophies:

If Provisional Results are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.



2. EVENT & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Truck changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D.25.1.13 applies.
- 2.1.4 The Entry Fee for the event is specified in these SRs (1.4.3) and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.
- 2.1.6 Grounds for refusal of entry of driver and/or truck are based on previous conduct both on and off track at events and eligibility issues. The Organisers also reserve the right to refuse entry without reason or prejudice.

2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions or subsequent Bulletin for the meetings. Attendance by Competitors is mandatory for all briefings. Failure to attend will incur a penalty as permitted under 6.4 below for each briefing missed in addition to any penalty imposed by the Clerk of the Course.

2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of Course shall not be obliged to resume or re-run the session; the decision of the Clerk of Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the truck to be raced and in the correct session, in order to qualify (Motorsport UK Regulations Q.12.9.7).
- 2.3.3 Any driver whose best qualifying practice session lap exceeds 110% of the fastest time set during that session in their Class, or who fails to set a time, will not automatically be allowed to take part in the races scheduled at the relevant Event. In such circumstances they will be referred to the Stewards who having reviewed any reports and examined evidence presented may permit the driver to compete at the Event.

Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied. Should there be more than one (1) driver accepted in this manner they will be arranged on the grid in the order decided at the sole discretion of the Stewards.

- 2.3.4 In the event that a driver impedes another during qualifying, whether inadvertently or not, the Clerk of the Course may refer the matter to the Stewards who may impose any of the penalties specified in the Motorsport UK General Regulations.

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race. NCRQ.12.15 will be modified as detailed within article 2.6 below; in addition article 1.6.1 above applies

- 2.4.1 Assembly:

For all races, all trucks and competitors are required to stay in their allocated team awning area until they are called one by one to the assembly area by either a paddock marshal, or the nominated official. This will normally be done no earlier than 20 minutes prior to the beginning of the qualifying session. Trucks will be called for in the published grid order.

Should any truck not be ready when it is called from its allocated team awning area it will have the opportunity to leave for the Assembly Area at the back of the field. Trucks must remain in the order they left the Assembly Area unless a truck has a clear and obvious problem when it may be passed by trucks behind while remaining in order.



2.5 STARTS:

- 2.5.1 All trucks will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Rolling start. The countdown procedure and audible warning sequence prior to the start of the race shall be:

SIGNAL	INSTRUCTION
1 Minute	Start engines and clear the grid
30 Seconds	Be prepared for start of the Green Flag Lap
Green Flag	When waved, Competitors will then complete one lap of the circuit at approximately 60 k.p.h. forming and remaining in grid order after 75% of the lap is completed
Red Lights Off	As the group are approaching the grid the red lights will be on and when the starter is happy with the formation the lights will be extinguished to indicate the start

- 2.5.4. Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per NCRQ.12.11.2. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other trucks are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any trucks to be started with a time delay.
- 2.5.5 The driver in pole position is responsible for setting a constant pace prior to the start at a speed of between 50 and 70 k.p.h. All drivers should stay in grid position, at between 2 to 3 truck lengths from the truck in front and in two straight lines according to the grid sheet until the red light goes out to indicate the start. Failure to comply with this will be deemed a false start and penalised in accordance with Article 4.3.6 of these Regulations.
- 2.5.6 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact.
- 2.5.7 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.6 SESSION RED FLAG:

The Regulations contained below in Article 2.6.1 to 2.6.8 replace NCRQ.12.15 – 12.16 entirely.

- 2.6.1 Should the need arise for the Clerk of Course to stop any race or practice session, for whatever reason; red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This may be supplemented by the showing of red lights around the circuit.
- This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, or to the rear of the starting grid area, during a race, stopping before the last row of the grid unless otherwise directed by officials.
- 2.6.2 Any race stopped before the leader has completed two laps will be declared a “No Contest” and available competitors will restart from their original grid positions except as detailed within article 3.5. See article 2.6.8 for details on race duration.
- 2.6.3 Any race stopped after the leader has completed more than two laps but less than 75% of its scheduled duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part (except in the case of a penalty amending the order), which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Flag.
- 2.6.4 If a race covered by 2.6.3 cannot be restarted either at that time or later during the same event, for whatever reason, then the result will be declared upon the same principle as is described to produce the grid order - the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Flag.
- 2.6.5 When restarted the result will be the order of finishing at the end of the restarted race. The result will list all Competitors who took the start in the race even if they did not take part in the restarted race and will include the first part for purposes of establishing lap records and point scoring where applicable (2.6.8 also applies).



2.6.6 Any race stopped after the leader has completed 75% of its scheduled duration may be considered to have finished. The result will be based on the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of the first showing of the Red Flag. Only vehicles which are proceeding under their own power, in accordance with NCRQ.12.24.3(j), at the showing of the Red Flag will be classified. If restarted Articles 2.6.3 & 2.6.5 above will apply.

2.6.7 In the interval between stopping and restarting the race, trucks may not enter the Pits unless directed to do so or repairs are necessary. Work on trucks already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Trucks in the Pits may not re-join the grid. Non-runners at the time of stopping may return to the pit lane behind those referred to above if approved to do so by a Scrutineer. No work may be carried out on the grid unless on grounds of safety and with the approval of a Scrutineer.

For the avoidance of doubt any Competitor who is not running at the showing of the flag is entitled to take the restart from the pit lane on the first racing lap regardless of the distance covered within the previously started part of the race unless in breach of 3.5.

The release of any pit lane starter will occur when the last truck in all classes has passed the start-line or pit lane exit, whichever is later. In the event of a red flag being caused by a Competitor it will be at the Clerk of Course's discretion whether that Competitor will be able to take the restart of the race or not.

2.6.8 The Clerk of Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether. If the duration is adjusted by the Clerk of Course the new duration shall be used for the calculation of 75% under Articles 2.6.3 & 2.6.6 above. If the first part of the race was stopped under Article 2.6.2 the duration of the re-run will be determined as the duration of the race. However, if the first part of the race was stopped under Article 2.6.3 then the duration of the second part will be added to the duration of the first part (the elapsed time at which the red flag was shown) and the amalgamated figure will be used to determine the overall race duration. Article 1.6.1 shall apply for the calculation of points.

2.7 PITS, PADDOCK & PITLANE SAFETY:

2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up. Please refer to 6.3.1 below.

Extreme caution is to be used when manoeuvring in the paddock, especially when moving to and from the assembly area. It is mandatory that all truck movements in paddock areas open to the public are managed by a team member wearing hi-vis jacket/vest acting as a "banksman". Each Entrant/Competitor is responsible for ensuring such person is appropriately trained.

The hi-viz jacket/vest must be clearly marked with the Competitor number on the front and rear. The minimum height of the number shall be:

Front : 100mm Rear : 150mm

The role of the "banksman" is to provide visual assistance and instructions to the driver when manoeuvring and to ensure that members of the public are warned about the vehicle movement. They should undertake no other task while acting as a banksman.

Failure to adhere to this Regulation will result in the following penalty.

- o First offence – formal reprimand per Supplementary Regulation 6.4.1 (a).
- o Second offence and subsequent offences – a fine of £250 per Supplementary Regulation 6.4.1 (c).

Paddock Safety: In areas to which the public has access, no engine shall be run with the gears engaged whilst the vehicle has any driving wheels not in direct contact with the ground, unless all moving parts are adequately guarded and, a competent person is seated in the driving seat.

For the avoidance of doubt, when the public is excluded from an Entrants paddock area this will be considered as a non-public area.



All movements whereby the race truck is moved under its own power must be conducted with the Competitor at the wheel or by a team mechanic whose holds a valid DVLA category C RTA licence, details of whom have been lodged with the Co-ordinator.

2.7.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of trucks at all times. The onus shall be on all Drivers to take all due care and respect the Pit Lane speed limits.

The maximum number of team members per race truck permitted in the Pit Lane is four (4) plus the Entrant (or their designated representative), if applicable. Each person should be dressed and identifiable in team kit with the truck number clearly visible,

No other person connected with a team in anyway should be in the Pit Lane or associated areas without prior written permission.

2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the Final Instructions issued for the Circuit.

2.7.4 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- a) progressively and safely slow down
- b) remain behind any competitors ahead of them,
- c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
- d) comply with any directions given by Marshals or Officials
- e) keep their helmets on and harnesses done up while on the circuit or in the pit lane
- f) place their truck into the Parc Fermé where it must remain until released by the Eligibility Scrutineer or his deputy
- g) Attend any podium presentation that may be required

2.8.1 Parc Fermé:

On arrival into the Pits and/or Parc Ferme, drivers are to self-extricate and follow the instructions of the Technical Official.

Only one mechanic is permitted to accompany each race truck into Parc Ferme and must be wearing a hi-viz jacket/vest. The hi-viz jacket/vest must be clearly marked with the Competitor number on the front and rear. The minimum height of the number shall be:

Front : 100mm Rear : 150mm

No other individual may enter Parc Fermé until authorised by the Technical Official or their Deputy.

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all trucks are released by Scrutineers after Post Practice/Post Qualifying/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (NCRD26.3)

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with NCRQ.12.8.1. Per NCRQ 12.8.5 the Organisers require that the transponder must be placed on the main chassis rail within 100cm of the front of the truck. It should be mounted vertically between 30cm and 60cm above the track surface ensuring that the transponder has no metal or carbon fibre below it and that it has a clear view of the track.

No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned..



2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which will be published in Final Instructions for the event.

2.12 VIRTUAL SAFETY CAR (VSC):

2.12.1. 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 double waved yellow flags are 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 flag).

2.12.2. 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 (see section 3.7) 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.

2.12.3 All competing trucks, when notified of the VSC procedure (by signals included in 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.

2.12.4 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 are 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 2.12.3 until it reaches the end of the line of trucks.

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

2.12.6 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 (see section 3.7) and on the timing screen. following the message, and prior to passing the green flag at the control line (start/finish), 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.

2.12.7 As the leader passes the pit entry road, the green flag/lights will be displayed at the start/finish line and the "VSC" light panels withdrawn. racing will resume at the start/finish line and therefore 2.12.3 will dictate overtaking/overlapping until the line is passed. following this display of the start signal waved green flag/lights will be displayed for one lap.

2.12.8 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.

2.12.9 Should it be necessary to stop a race during a VSC procedure red flags will be waved in the usual way. the leader, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and stop prior to the grid in the usual way.

2.13 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.

2.14 ONBOARD CAMERAS:

Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course, Stewards and Organisers may make use of any such footage in reaching their decisions on any judicial matters. See 3.7 – 3.10 below.



3. SPECIFIC EVENT REGULATIONS

- 3.1 The standard minimum scheduled distance shall be 15 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of Course or Stewards of the Meeting, points scoring shall be determined by Article 1.6.
- 3.2 A driver may only race the truck in which that driver set a Qualifying time, no replacement trucks are permitted.
- 3.3 There will be one qualifying session each day and two race sessions allocated for the meeting. However, a number of formats may be used according to the level of entries received prior to each meeting.

a) **QUALIFYING:**

Two qualifying sessions will take place, the first to determine the grid for Race 1 and the second, to determine the grid for Race 3.

b) **GRID POSITIONS:**

Grid positions will be set as per the table below:

Race 1

Fastest times set during qualifying session 1

Race 2

Finishing positions from Race 1 with the top eight reversed

Race 3

Fastest times set during qualifying session 2

Race 4

Finishing positions from Race 3 with the top eight reversed

For Races 2 & 4, grid positions will be set from the result of the previous race (as per the table above), with the top eight (8) Competitors in each class being reversed. E.g. the eighth placed finisher in the relevant race will start on pole for the race, and the ninth and subsequent Competitors starting ninth, tenth and so on.

Competitors not classified as finishers will be placed behind the last classified Competitor on the relevant race grid, where possible in the order they retired/stopped on track. Any Competitors that did not start will be placed after those not classified.

Where a penalty amends the finishing positions the original positions prior to the penalty will be used to set the grid so that the Competitor receiving the penalty does not gain an advantage in the subsequent race. This will remain to be true if an appeal is lodged. Notwithstanding this, should any Competitor be subject to a grid penalty it will then be applied to adjust their position on the grid.

Any Competitor that has been disqualified through a race penalty or didn't qualify will start from the back of the grid.

Should the official classification for the race setting 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 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 in accordance with the principles above. No protest or appeal will be accepted as to the possible effects of the use of the provisional classification. (Exemption from Motorsport UK Q.12.9.12(ii) applied and granted per regulation Q.14 & A.2.4).

c) **RACE FORMAT:**

Alternative formats may be used at the discretion of the Organisers but the format to be used will be published via an Event bulletin.



- 3.4 Any Competitor who is not running at the time of the showing of the red flag or who receives mechanical assistance may only restart the session or race from the pit lane, behind any truck that was running at the red flag, after all other competitors have passed the pit exit. This Regulation will override NCRQ.12.5.1 where a race has completed fewer than two (2) laps. Under these circumstances the original grid will be modified such that a truck that has caused a red flag will start as it would in a race that was stopped after two laps.

NCRQ.12.16 is replaced by article 2.6.7. For the avoidance of doubt no truck will be authorised to return to the paddock for repairs. Any truck that returns to the paddock will be considered retired from the race.

- 3.5 Race numbers and decals must be carried in accordance with Regulation 5.17. Failure to do so will result in a fine.

- 3.6 Radio systems are permitted in accordance with NCRQ.14 as the pit signalling wall is closed during Truck Races. Any radio system used by the teams must be in accordance with Q.11.3 (v) and must not interfere with any venue emergency frequencies. Ofcom licences must be available as they may be checked by the Organisers.

The Promoters will provide each Entrant with a radio receiver which is in contact with the Race Control. Each Entrant/Competitor is responsible for nominating a team member and notifying the Race Secretary of the name of such person. The team member will be responsible for receiving messages and passing them onto the Competitor over the team radio. The team channel will be live and must be listened to by the appointed representative from 30 minutes prior to the scheduled start of a race until 30 minutes after the chequered flag.

- 3.7 All trucks must be fitted with a forward-facing and rear-facing camera. Only onboard footage may be used by Competitors when in discussion with the Judicial Officials regarding on-track incidents. No other footage may be relied on by the Competitor.

The camera system used must use an SD card which is compatible with windows media player. Camera cards must be cleared at the start of each meeting. The camera fitment must be approved by the Scrutineer and all footage obtained is not for commercial use. The Judicial Officials may make use of any such footage in reaching their decisions on any judicial matters.

- 3.8 All Competitors must ensure that their camera(s) is fully functional and switched on at all times while the truck is on track, e.g., from leaving the assembly area to entering Parc Fermé. Any problems with the operation of the camera(s) must be reported to the Clerk of Course and/or the Eligibility Scrutineer immediately.

Failure to have an operational judicial camera will result in the competitors automatic exclusion from the race, see 4.3.10 below.

- 3.9 The Eligibility Scrutineer, or a nominated BTRC Official will be the only people able to collect the camera cards, including those from any additional cameras which may be fitted and logging data after each session in Parc Fermé. Teams may not view the cards or data downloaded until the Clerk of Course or other relevant Judicial Official has completed their investigations and the Protest / Appeal time has expired.

- 3.10 Once the judicial process is concluded footage from on-board cameras must be made available to the Organisers and/or Promoters nominated TV company for their use.

- 3.11 Any truck with significant damage will be shown the black & orange flag and must immediately stop in the pit lane to have the damage inspected by a scrutineer who will determine if it is safe for the truck to continue.

- 3.12 Track Limits & Driving Standards penalties will be applied in accordance with Motorsport UK Regulations sections C & Q.

- 3.13 By registering for the Event all Competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix – Race with Respect).

- 3.14.1 Where any reports of disrespectful conduct are judged to be well founded the Organisers may issue warnings or require remedial actions as per Article 6.4 below and/or report the matter to the Stewards who may impose appropriate penalties which can include referral to Motorsport UK.

- 3.14.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Co-ordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of BARC's and Motorsport UK Policies and Guidelines are available on their respective websites.

- 3.15 Clothing:



- Competitors are required to wear clean flame-resistant overalls which must be worn to cover from ankle to wrist to neck these must comply with NCRK 9.1
- The wearing of flame-resistant gloves, socks, balaclavas, underclothing and shoes are mandatory. Refer to NCRK 14.3 (a) – (e) for specification.

3.16 Alcohol & Drugs:

All participants should refer to NCRH38.1 – 38.4 with relation to the use of controlled substances and alcohol. Testing will be conducted throughout the weekend.



4. PENALTIES

General

- a) Pursuant to Motorsport UK National Competition Rule ('NCR') A.2.4 for the purposes of a trial during the 2024 Championship the ASN has granted the following suspension substitution and variation of the NCR:
- b) The Judicial Procedures and Authority at and for the purposes of the Event shall be those provided by the relevant provisions of the 2024 FIA International Sporting Code in substitution for the provisions of the 2024 NCR. However, offences reported by Judges of Fact (such as track limit infringements and false starts) will be reserved under the powers of the Clerk of the Course who may apply the penalties detailed in these Regulations without needing to consult with or refer the matter to the Event Stewards.
- c) The roles and functions of the Event Stewards and the ASN National Court remain as provided by the 2024 NCR.
- d) Appeal Fees to the National Court in respect of Appeals against the Decisions of the Event Stewards of the Meeting shall be those provided by the 2024 NCR.
- e) To the foregoing extent the relevant provisions of the 2024 International Sporting Code are deemed incorporated in these Regulations.
- f) All penalties will be in accordance with Chapter C of the current NCR and these Regulations.

Specific matters

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR: C.3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR: C.3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of NCR C.3.5.1 (c). However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C.3.5.1 (c) need not be implemented but the full reasons shall be stated in any Decision.

4.2 All infringements of non-technical and the Sporting Regulations will be dealt with in accordance with these Supplementary Regulations and the NCR.

4.2.1 The only data permitted in any Judicial hearing is that which is obtained from the data downloaded from the Competitor's vehicle from the approved monitoring device noted in 5.18.

4.2.2 Articles 3.7 to 3.10 detail how only onboard footage can be used in relation to judicial investigations. collected by the official may be used by Competitors when in discussion with the Judicial Officials regarding on- track incidents. No other footage may be used.

4.2.3 If "new" evidence is introduced at any appeal hearing then the Clerk of the Course must be called to provide an expert opinion on that evidence to the appeal panel.

4.3 Additional specific Event penalties:

4.3.1 Maximum Road Speed - Speeding (See 5.18):

During Practice and Race, contravention of Regulation 5.18 will invoke the following:

a) During Practice: Loss of practice times and race start from back of grid.

b) During Race:

• FIRST CONTRAVENTION:

o Speeding for longer than 0.75 sec. (but less than below) or GPS pulses indicated (Class.1 & 2) 10 second penalty.

o Speeding for a period between 3.00 – 4.99 seconds 20 second penalty

o Speeding for a period between 5.00 – 6.99 seconds 30 second penalty

o Speeding for a period more than 7.00+ seconds Disqualification.



- SECOND CONTRAVENTION:
 - o The second penalty will be in addition to the first but in line with those given above.
 - THIRD CONTRAVENTION:
 - o Disqualification.
- 4.3.2 Any vehicle which exceeds 170 kph will be disqualified from the race on the first contravention, irrespective of the duration of the contravention. The penalty for exceeding the speed in any free practice is at the discretion of the Clerk of the Course.
- 4.3.3 Exhaust Smoke Emissions (See 5.19):
- The Organisers may appoint one or more Judges of Fact to check for excess exhaust smoke during all practices and races. Any truck adjudged by a nominated Judge of Fact or duly appointed Scrutineer, to be emitting any visible smoke at any time during an event, will immediately be shown the Black and Orange Flag.
- Any truck that contravenes the smoke regulation at an event and is considered unacceptable to the Organisers will in, qualifying and or races will be issued with a Yellow warning card, if the truck then in a subsequent race/qualifying shows no significant improvement a second yellow card will be issued. If the Organisers then consider that the truck is still not complying with the smoke regulations in any subsequent race/qualifying then a red card will be issued. If a red card has to be issued then that truck will be disqualified from the rest of the Event. If a competing Truck is reported for smoke and on investigation by the Eligibility Scrutineer, is found to be due to a mechanical problem such as an air inlet malfunction, the Clerk of Course will be informed and they may decide that the penalty will not be applied but the full reasons shall be stated in any Decision.
- 4.3.4 Failure to respect the Black and Orange flag for smoke or damage will result in disqualification from the race and this penalty will not be subject to appeal.
- 4.3.5 The decisions at Articles 4.3.2 to 4.3.4 will be Judgements of Fact and hence not subject to appeal. This Regulation cannot be invoked as a reason for protest by Competitors.
- 4.3.6 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to the total race time as a minimum.
- 4.3.7 Breaches of Article 2.7.4 will usually be dealt with by means of a fine of up to £50 per k.p.h. above the limit in qualifying and by means of a “drive through” penalty during races.
- 4.3.8 If within 14 days of an incident it appears from the video footage from the nominated TV company and/or from any other evidence, not previously presented to the Judicial Officials of the Meeting, that there may have been a breach of any non-technical regulation the Judicial Officials can, at their sole discretion, investigate the incident not withstanding that they may or may not have already investigated the incident. Please see NCR C.14.4.
- 4.3.9 The Clerk of Course may impose a “Stop / Go” or “Drive through” penalty for a breach of Regulations, in accordance with NCR Q.12.26.
- 4.3.10 Failure to have an operative Judicial camera and/or in the case of a camera that is tampered with will result in the Clerk of Course excluding the Competitor from the Race.



5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

Reference should be made to Section 5 of the BTRC Championship Regulations, other than 5.13 and 5.15 listed below.

5.13 TYRES:

5.13.1 The only tyres allowed for use in the Event are those detailed in article 6.6 and meeting the following specification which must be to E.E.C. type approval standard (E.E.C. regulation 54) or equivalent:

Dimensions : 315 / 70R 22.5

Special Features :

- All tyres must have a speed rating of “L” or higher, and a load index of minimum 3.5 tons.
- All tyre carcasses must be of tubeless radial steel construction.
- The use of retreaded tyres is not permitted.

5.13.2 Special tread patterns not permitted, nor are any externally applied chemical compounds which may affect tyre hardness.

5.13.3 In the event of a tyre being punctured during a race or qualifying, the officials of the event, if deemed a hazard, will instruct the truck to return to the pit lane for technical inspection via a black and orange flag.

5.13.4 All tyres must have a minimum tread depth of 2.0 mm measured at the beginning of each race or practice.

5.13.7 Re-cut and/or hand grooved tyres are not permitted, and cross cutting of treads is not allowed.

5.13.8 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.13.9 Sensors for measuring tyre pressure when the truck is in motion are allowed.

5.13.10 The inside of the tyre (the space includes between the rim and the inside of the tyre) may only be filled with air of atmospheric composition.

5.13.11 The maximum cold inflation pressure must not exceed the tyre manufacturer’s permitted pressure.

5.15 FUEL TANK/FUEL:

5.15.1 Fuel tanks are free in respect of capacity, design, and material. They must be fully proofed against accidental fuel spillage or leakage from fillers and vents. Filler caps must have a positive closure action and it is recommended that these be sealed prior to racing. It is recommended to fit FIA / FT3 safety fuel tanks as described in Article 14 of Appendix J to the International Sporting Code.

5.15.2 The fuel tanks must be protected to prevent contact with the propeller shaft in case of failure.

5.15.3 The complete tank must be mounted between the internal faces of the chassis rails (or their vertical projection), in front of the centreline of the rear of the rear wheels but behind the cab. The fuel tank must be fixed to two chassis cross members. The fuel tank can have no other function than that of containing fuel.

5.15.4 The term “FUEL” shall include all substances fed into the combustion chambers of the engine, excepting only atmospheric air and water vapour contained naturally therein. The use of a single source fuel is mandatory, failure to use the specified fuel is an offence in accordance with NCR C.4.1.

The only authorised fuels is: HVO100 BS EN15940

The Organisers reserve the right to authorise fuel samples to be taken. These fuel samples will be taken in accordance with the procedures set out in NCR D.34. These samples may be analysed and compared with the specified control fuel by qualified personnel using specialised testing equipment provided at the venue.

It is the responsibility of the Entrant to ensure that tanks, filters, and supply pipes are clear of other fuels prior to each Meeting. Contamination could result in the failure of a comparison test.

In accordance with NCR C.3.1.1, if the fuel is deemed ineligible, the vehicle will be disqualified from the Meeting.



6. APPENDICES

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by Motorsport UK. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Event Stewards and / or the Motorsport UK / MSC.

6.1 RACE ORGANISING CLUB:

BARC, Thruxton Circuit, Andover, Hampshire. SP11 8PN
Tel: 01264 882200
Fax: 01264 882233
E-mail: competitions@barc.net

6.2 CONTACTS:

Co-ordinator:
Name: Gordon Snell
Tel: 07781 120703
Email: gordon@btrc.co

Truck Sport (Promoter) Contact:
Name: Steve Thomas
Tel: 07831 412 044
Email: Steve.Thomas@thomassgroup.com

Eligibility Scrutineer:
Name: Terry Cox
Mob: 079419 121330
Email: terry.cox2@sky.com

6.3 COMMERCIAL UNDERTAKINGS:

Our sport can only continue to grow with the ongoing support of sponsors, and they are becoming more diligent on the associated activities they support which may bring their brand into the media for the wrong reasons. With increased media coverage comes a requirement for a more professional approach from competitors and teams, therefore the Organiser will be paying more attention to the following areas and the Co-ordinator will not hesitate to issue penalties if deemed appropriate.

6.3.1 PADDOCK LAYOUT:

It is a condition of acceptance / registration into this Event that competitors and teams observe the requirements of the Organisers in respect of the planning / layout of the event paddocks. Layouts and vehicle position will take into account presenting a professional approach for media opportunities, such as support vehicles facing the same direction.

A nominated member of the Organisers will take responsibility for the co-ordination of paddock layouts and should that nominee require a team or teams to move or re-align themselves to lay out the paddock in a certain way, then that team or teams will comply. Failure to comply with such requests will result in the Organisers levying a penalty as permitted under 6.4 below.

6.3.2 ANTI-SOCIAL BEHAVIOUR:

All competitors must note that there is a requirement for everyone that is staying in the paddock overnight to respect the right to the “quiet enjoyment” of others. Therefore, no competitor or associated person shall cause nuisance by means of their unreasonable behaviour whilst in or around the paddock at any time of the day or night. This includes the playing of music and the use of generators after 11:00pm at night. Any competitor found in breach of these requirements shall be subject to penalties as permitted under 6.4 below, and / or removal from the premises of the venue.

The Organiser will take action against any anti-social behaviour involving but not limited to; abusive or inappropriate language, threats of or actual physical assault, at any time which brings the sport into disrepute. Any penalties levied by the Organisers under 6.4 below will also include referral to the Clerk or Event Stewards as appropriate for further action. The Organisers also reserve the right to issue penalties where the Clerk or Event Stewards have penalised a competitor for such behaviour. Any such incidents will also be reported to Motorsport UK under the Race with Respect code.



6.3.3 TELEVISION:

By entering the Event all manufacturers, constructor, competitors, entrants, and teams must assist the BTRC, BARC and the nominated Broadcast Company in every way in order to promote the Event.

All manufacturers, constructor, competitors, entrants, and teams must assist the nominated Broadcast Company in the filming and production of the event and activities when requested by the Broadcast Company, the Organiser or the Co-ordinator.

Any competitor and/or anyone connected with a competitor or manufacturer/constructor is prohibited from trying to influence the editorial decisions of the Broadcast Company in connection with the Event as it is shown the relevant media or of otherwise interfering with the media coverage.

All footage obtained and/or recorded by the nominated Broadcast Company of the Event belongs exclusively to the Organisers in perpetuity and all manufacturers/constructors, competitors, entrants and teams and their associates consent to their images being used by the Organisers (and those authorised by it) for promoting the Event and/or merchandise associated with the Event.

6.3.4 Team Filming / Footage

Teams may request permission to film at the events. The request must include details of the nature of the content, it's intended use (such as, but not limited, to 'behind the scenes'), what and where it is to be filmed and where it will be published. If the Organisers, at their sole discretion feel that this will be in the best interest of the Event they can grant permission.

Media Accreditation, via the team, must also be applied for from the Co-ordinator, stating the intention of the person or crew to film video footage, not stills photography. If approved final accreditation for each event must be applied for by the filming team, directly through each circuit. This includes the requirement to sign on with the circuit at each event.

They will issue you with a bib, which **MUST BE WORN WHEN FILMING** or the camera operator will be ejected from the circuit.

No filming is permitted in the pit-lane, the grid, Parc-ferme, assembly or technical areas.

Film crews must remain cognisant of the nominated Broadcast Company's crews, who have priority at all times.

Film crews may film the podium but only from behind the nominated Broadcast Company's crew and not obscure or hinder the nominated Broadcast Company's filming of the podium.

A positive image of the Event, its competitors, sponsors and officials must be portrayed at all times. The Organisers reserve the right to immediately withdraw any permission granted, should they deem it preferable and/or necessary to do so.

Any filming or material obtained that goes outside these guidelines will result in the immediate withdrawal of any further permissions to the team for the rest of the season.

6.3.5 ALL MEDIA FORMATS:

All competitors and their teams must promote the Event in the best light through all forms of the media but particularly website and social media forums. Any competitor who might be considered by the Organisers to have brought the Event into disrepute or to have made derogatory comments about a fellow competitor or their associated team may be called before the Event Stewards and/or Organisers.

For the avoidance of doubt, this includes (but is not limited to) the use or publication or broadcast of derogatory, defamatory, insulting, unfavourable, unsavoury or disrespectful remarks in any form of media - public or social - whatsoever. At all times the competitor remains wholly responsible and liable for any remarks or statements made or published. Any such incidents will also be reported to Motorsport UK under the Race with Respect code.

6.3.6 OFFICIAL PRESS / MEDIA SESSION:

Registered competitors are expected to make themselves and their truck available for all official press/media sessions as requested by the Organisers and/or Co-ordinator.



6.3.7 COMPETITOR & TEAM RESPONSIBILITIES:

The Event recognises the importance of safe fair racing, in accordance with this it is expected that all competitors, their team members, families and officials;

Respect other participants and their team members

Respect guests, visitors and members of the public

Good clean racing applauding success

Avoiding public criticism of drivers, teams, officials and their decisions

Abiding by the regulations laid down by the Organisers, Motorsport UK and the BARC at all times

Present yourselves, your vehicles and team in a clean, safe and reliable condition

Abide by Race with Respect

If these elements are not followed, the organisers in conjunction with the Clerk of the Course and the Event Stewards of the Meeting may impose penalties.

6.3.7.1 Equipment:

All race trucks and team equipment must arrive at events in a clean, well maintained, and presentable condition. Drivers', and team members equipment, including overalls, must be clean and presentable at all times. Failings may result in exclusion from participation until such time as the item(s) in question are acceptable.

Each competitor is required to display Event branding as required by the Organisers.

Once a race transporter is unloaded and parked in its allocated space, it may not be moved or the race truck loaded prior to one hour after the final chequered flag without the prior agreement of the Co-ordinator.

6.3.7.2 Paddock Arrangements:

All team parking must be in accordance with the official paddock plan which will provide space for the race truck transporter and one support vehicle for equipment. ALL other vehicles including caravans and motorhomes must be parked in the alternative parking areas provided for them at the venue. The Championship Manager will endeavour to distribute the BTRC paddock plan at least two days before the Event.

During the Event itself no vehicles may obstruct any paddock roadway. Each Entrant/Competitor is responsible for ensuring the roadway adjacent to their awning area is kept clear at all times.

The use of pit bikes, buggies, quads etc is restricted to the sole use of transporting team equipment or official team business and are not to be used for recreational purposes.

By registering for the International Truck Prix, you have agreed to abide with the current BARC Standing Regulations, BARC Health & Safety Guidance, BARC Safety Bulletins, BARC Safeguarding Guidelines, BARC Social Media Guidelines, BARC Environmental Guidelines and BARC Anti-Bribery Policy.

Entrants/Competitors are reminded that it is mandatory that an appropriate fall arrester and full body harness is worn when working at height, anyone caught working at height without the appropriate equipment may result in the team being excluded from the Event by the Organisers and reported to the Championship Stewards for the consideration of further sanctions as permitted under 6.4.1.

Entrants/Competitors are responsible for ensuring that any cable or hose crossing a paddock roadway is covered by suitable heavy duty hose/cable protection, failure to do so will result in the loss of the service and possible sanction under 6.4.1.

The Entrant/Competitor is responsible for their team, guests and visitors, any Entrant/Competitor found in breach of these requirements shall be subject to penalties as permitted under 6.4 below.

6.3.7.3 Social Media:

You are reminded that the entrant is responsible for the actions of all of those associated with the entry / team be they family or friends. You are also responsible for any social media comments / posts made by anyone associated with the team. No comments / posts should be in any way derogatory towards any other competitor, team member, official, sponsor or person otherwise associated with an event.



6.4 PENALTIES:

6.4.1 Failure to comply with the requirements of any of the above may result in the imposition of any of the following sanctions:

- a) A formal reprimand,
- b) A loss of points, even where this may result in a negative position
- c) A fine of up to £5,000, payable to the Organisers,
- d) Disqualification from a race or the meeting

Anyone who is in receipt of a second reprimand will also be fined a sum of £1,000. Anyone who does not pay a fine will be refused the opportunity to enter the next meeting.

6.4.2 At the Organisers sole discretion a minimum penalty guidance will be published detailing the minimum penalty to be applied for common breaches of the regulations. This document may be updated at any time by the Organisers.

6.5 DRAWINGS:

All applicable drawings for the Event can be obtained from the Eligibility Scrutineer upon application.

6.6 APPROVED TYRES:

The following tyres are approved for use:

- Giti Truck Racing Tyre Race – Tuned V1
- Goodyear Truck Racing Tyre



6.7 APPENDIX – RACE WITH RESPECT:



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- **Respect**
- **Fair play**
- **Integrity**
- **Good Manners**
- **Self-Control**

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through my actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.



Race with Respect code of conduct for Competitors

A socially-minded standard of behaviour is expected from everyone within the motorsport community. We all have a responsibility to follow the values of the Race With Respect Code of Conduct, embodying respect, integrity, fair play, self-control and good manners.

As a competitor I agree to demonstrate **RESPECT** by:

- Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or status.
- Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters
- Never engaging in or tolerating offensive, insulting or abusive language or behaviour.
- Respecting my team mates, competitors from other teams and all other participants.

As a competitor I agree to demonstrate **INTEGRITY** by:

- Always taking part to the best of my ability.
- Behaving responsibly.
- Raising concerns when something isn't right and reporting any incidents of bullying to an Officer of the club or to Motorsport UK.

As a competitor I agree to demonstrate **FAIR PLAY** by:

- Respecting the rules and regulations, decisions and authority of the officials.
- Not cheating.
- Not breaking or bending the rules

As a competitor I agree to demonstrate **SELF CONTROL** by:

- Always speaking to other competitors with respect.
- Always being considerate of others and appreciating that everyone has a different level of skill and talent.
- Taking responsibility for my behaviour and the way I speak to other people.

As a competitor I agree to demonstrate **GOOD MANNERS** by:

- Placing an emphasis on fun and enjoyment, making our sport a friendly and welcoming place to be.
- Celebrating when I win and being gracious when I lose.

In accordance with NCRA.10.1. Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.



Race with Respect code of conduct for Team Personnel

A socially-minded standard of behaviour is expected from everyone within the motorsport community. We all have a responsibility to follow the values of the Race With Respect Code of Conduct, embodying respect, integrity, fair play, self-control and good manners.

As a member of a motorsport team I agree to demonstrate RESPECT by:

- Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or status.
- Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters.
- Never engaging in or tolerating offensive, insulting or abusive language or behaviour
- Respecting all competitors and teams.

As a member of a motorsport team I agree to demonstrate INTEGRITY by:

- Always behaving with integrity, adhering to the regulations and upholding fairness in the sport.
- Respecting the rules, regulations and authority of the officials and Motorsport UK.
- Behaving responsibly and reporting any concerns I have with an Event Official, Officer of the Club or Motorsport UK.
- Encouraging drivers to take responsibility for their behaviour and performance.
- Always displaying the highest possible standards and being a role model to my drivers and attending personnel.

As a member of a motorsport team I agree to demonstrate FAIR PLAY by:

- Promoting the rules and regulations of motorsport and not encourage cheating.
- Celebrating effort and good racing by all involved.
- Not making or publishing negative comments which may bring individuals, teams or Motorsport UK into disrepute.

As a member of a motorsport team I agree to demonstrate SELF CONTROL by:

- Engaging in events in a positive, calm and confident manner.
- Not placing undue pressure on young drivers or criticise their performance in a unconstructive, unhelpful or negative way
- Being gracious in victory and defeat.
- Not drinking alcohol or using illegal drugs during practice or competition.

As a member of a motorsport team I agree to demonstrate GOOD MANNERS by:

- Being a positive role model by promoting good behaviour to everyone involved in motorsport.
- Placing the well-being, safety and enjoyment of competitors above everything, including winning.
- Contributing to a welcoming and friendly environment that ensures the safety and welfare of all participants.

In accordance with NCRA.10.1. Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.