



## **2021 BRITISH TRUCK RACING CHAMPIONSHIP**

### **SEASON BRIEFING/DRIVING STANDARDS NOTES and GUIDANCE**

#### **Grids**

The grid positions for Race 1 will be set by the times set during the qualifying session.

For subsequent races, grid positions will be set from the result of the previous race, with all competitors in each class being reversed. E.g. the last placed finisher of Class 1 in Race 1 will start on pole in Class 1 for Race 2, and the last placed finisher of Class 2 in Race 1 will start on pole in Class 2 in Race 2.

Non-finishers will be placed behind the last finisher of their class on the next 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.

Finally, anyone that has been disqualified through a race penalty or didn't qualify will start from the back of their class.

Each Race will have Class 1 in front of Class 2 with a 3-row gap on the Grid.

[See Section 2.5 and 3 of the Championship Regulations]

#### **Race start**

You must observe a pace of around 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.

The 3-row gap between Class 1 and Class 2 must be maintained.

#### **Driving Standards**

**The following sections on driving standards are guidelines.**

**Each incident is considered entirely on its own merit.**

#### **Defence of a position**

1. In defending a position the lead truck may move off the racing line just once. More than one move is not acceptable
2. If the following truck has any overlap on the leading truck, a minimum of one truck width must be left by the leading truck to the edge of the track
3. The leading truck must not force the following truck to leave the track
4. A late move to block which causes contact will usually be deemed the fault of the driver that moved to block

#### **Overtaking**

1. In general the onus is on the overtaking truck to pass safely - they should not expect the truck in front to give-way if they have not gained (without contact) sufficient overlap
2. Sufficient overlap will usually be deemed to be forward of the mid-section of the truck.
3. If a truck has sufficient overlap on entering a corner then the truck being overtaken must give enough 'racing room'.
4. The overtaking truck must be completely clear of the overtaken truck before attempting to pull back in front.
5. A truck about to be lapped must allow the faster truck past, at the first realistic opportunity, and should not attempt to 'race' the faster truck.

### **Contact**

1. A driver who gains an unfair advantage through contact caused by them will be penalised, unless they surrender that advantage before a further lap is completed.
2. A driver who does not surrender that unfair advantage may subsequently face a time/position penalty which may be greater than the advantage they initially gained on-track
3. Constant intimidation by pushing is not acceptable and renders the offender liable to punishment

### **Track Limits**

1. 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.
2. No truck may go beyond the edge of the track to the point where the complete width of the tyre is over the white line or kerb
3. Drivers exceeding the track limits will be penalised by;
  - a. In free practice: After being warned, prevented from taking further part for a time
  - b. In qualifying: The loss of that lap, if it is their fastest lap to that point
  - c. During races: After being warned, a time penalty (5 then 10 then 30 seconds), drive through penalty, disqualification

### **Complaints procedure**

1. The clerk of the course will investigate all incidents reported to him during any race.
2. After racing take your truck to Parc Fermé and if after due consideration contact the BTRC representative if you have a problem, to enquire if the clerk is looking into an incident. They will have contact with the clerk, via Radio or Telephone.
3. If you feel strongly that you are aggrieved and wish to make a protest against the other driver the electronic protest form can be obtained, by e-mail, from the Secretary of the Meeting. E-mail the completed protest to the clerk, copied to the Secretary of the Meeting, and pay the

fee which is required to Motorsport UK. (E-mail addresses for the Secretary and Clerk of the Course are in Final Instructions).

4. If you are unhappy with the outcome of any incident once dealt with by the Clerk, under the Motorsport UK regulations, you are reminded that you have a right to appeal the decision/penalty to the Stewards of the Meeting. The electronic appeal form can be obtained, by e-mail, from the Secretary of the Meeting. E-mail the completed appeal to the Clerk, copied to the Secretary of the Meeting, and pay the fee which is required to Motorsport UK as above. The Stewards will then convene a hearing in accordance with the Blue Book.