



REGULATIONS

The Motorsport UK regulations have been updated for 2023 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.

GRIDS

Each Race will have all the Class 1 trucks in front of all the Class 2 trucks with a 3-row gap on the Grid between the classes [refer to Section 2.5 and 3 of the Championship Regulations]

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 in each class reversed.

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

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

Non-classified trucks will be placed behind the last classified finisher of their class 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 the race which sets the order for the grid, or did not qualify, will start from the back of their class.



RACE START

Drivers must maintain a speed of approximately 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.

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.

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.

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.

No truck may go beyond the edge of the track to the point where the entire part of the contact area of a tyre is over the white line or 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:
 - 1st breach - noted
 - 2nd breach - Black & White warning flag
 - 3rd breach - Five-second time penalty
 - 4th breach - Ten-second time penalty
 - 5th breach - Drive-through penalty
 - 6th breach - Black flag.

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.

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 Flag, Safety Car, Double Yellow Flag, Single Yellow Flag, Green Flag.

JUDICIAL BRIEFING NOTES

These Judicial Briefing Notes are an Official Document for the purposes of NCR D.8 and to the extent necessary are approved by way of any necessary exemption or exception under NCR A.2.4.

1. 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').



2. If following the Review the Clerk 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 Protest and which will be heard by the Stewards.
3. 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).
4. 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.
5. 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.
6. 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.
7. 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 and must be accompanied by the appropriate fee (refer to Motorsport UK General Regulations, Appendix 1, 13.1.iv).
8. Any appeal against the decision of the Stewards must be made to the Motorsport UK National Court (refer to Motorsport UK General Regulations, Appendix 1, 13.4.iii). 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 the publication of the decision. 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.