



**Pickup Truck Racing Championship**  
**2024 SEASON BRIEFING AND GUIDANCE NOTES**



## **1. REGULATIONS**

The Motorsport UK regulations, together with the Pickup Racing 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. QUALIFYING**

As per Championship Regulation 3.4.1 the qualifying will be split into two parts, the National Flag depicting, the end of the first part and the start of the second.

## **3. GRIDS**

The Grid will be determined as follows:

Race 1 - The grid positions will be set by the driver's fastest time set during the first part of the qualifying session.

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

Race 3 – The grid position will be set by the amalgamation of the results from Race 1 and 2, with the top 6 places reserved.

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

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.

## **4. RACE START**

Race Starts are a "rolling start as per Championship Regulation 3.6.

Your attention is drawn to section 3.6.8, and the requirement for all trucks to be in a 2x2 formation and 5m separation between the trucks.

The point at which overtaking is permitted from, will be in the Event Driver Briefing notes. (3.6.9, item 4)

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.

## **5. DRIVING STANDARDS**

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



**Pickup Truck Racing Championship**  
**2024 SEASON BRIEFING AND GUIDANCE NOTES**



### 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

Motorsport is a non-contact sport.

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.

## **6. 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:



**Pickup Truck Racing Championship**  
**2024 SEASON BRIEFING AND GUIDANCE NOTES**



a) In free practice:

- The loss of that lap time.
- 3<sup>rd</sup> breach – Black Flag and report to the “Sin Bin” for 1 lap. (CR 3.4.3).

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.
- It will still count towards the minimum number of laps required to qualify for the relevant race.
- 3<sup>rd</sup> breach – Black Flag and report to the “Sin Bin” for 1 lap. (CR 3.4.3)

c) During races:

The following scale of penalties will be applied:

- 1<sup>st</sup> breach – noted by Clerk of the Course.
- 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.

## **7. LIGHT PANELS AND FLAG SIGNALS**

Many 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 these are:

**Red -> Safety Truck -> Double Yellow -> Single Yellow -> Green**

## **7. SAFETY TRUCK**

The Clerk of the Course has the option to use a Safety Truck at all events. The regulations are laid out in the MSUK Yearbook, Section Q, Appendix 3 and Championship Regulation 3.8. When a Safety Truck is not available a Safety Car will be used instead.



**Pickup Truck Racing Championship**  
**2024 SEASON BRIEFING AND GUIDANCE NOTES**



## **8. RED FLAGS**

All circuit panels will show RED, slow down with caution as the track may be blocked or obstructed. This is supplemented by Red Flags at the Marshal's Posts.

Proceed slowly to Pits during qualifying.

Return slowly to the Start/Finish line during a racing stopping short of grid and follow the marshals' instructions for re-gridding in the event of a re-start.

## **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' form.

Blank copies of the document will be available from the Championship Manager or Co-ordinator.

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.

## **10. INCIDENTS/ACCIDENTS**

If you come to a stop on the circuit, or after an accident, if you are ok you should give a 'thumbs-up' signal to the marshals, stay in your truck until it is safe to get out.

Once out, then get to a position of safety behind the barriers and follow the directions of the marshals.

If you are injured, do not attempt to leave your truck on your own. Wait for the arrival of the doctor and if necessary, the extrication team.

## **11. MECHANICAL PROBLEM**

If you have a mechanical problem, pull off in a safe location. Do not continue round the circuit with the risk of leaving oil or other fluids on the track as this will affect other races.

## **12. RESPECT/RACE WITH RESPECT CODE**

You are reminded about the Race with Respect code (<https://www.motorsportuk.org/racewithrespect/>) as well as provisions in the Championship Regulations under 3.14.