



## 2025 SEASON BRIEFING AND GUIDANCE NOTES



### 1. REGULATIONS

The Motorsport UK National Competition Rules (NCR) together with the BTRC Championship Regulations, have been updated for 2025 and contain some important changes which affect this championship. Competitors must 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 (NCR Ch.3 App.10 Art.1.c)

### 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.

The starting grid of each event will be published as soon as possible after the completion of the qualifying session. For subsequent races grids will be published no later than 20 minutes before a scheduled start

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 2.5.3 with a 3-row gap on the Grid between the classes. 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 (NCR CH 12 APP 7 – CR 2.13 – CR 2.13.1)**

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

##### Defence of a position CR (2.13.1)

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 (CR 2.13.3)

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 (CR 2.13.4)

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 (NCR CH 12 APP 7 ART 1 6A-B – CR 2.14)**

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 (NCR CH 12 APP 8 ART 1 – CR 2.15)

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 (i.e. due to power fail). 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] (CR 2.12)

A Virtual Safety Car (VSC) will be brought into operation to neutralise a Truck race at the sole decision of the Clerk of the Course.

(CR 2.12.1) The Virtual Safety Car (“VSC”) procedure will only be used at venues where operational light panel signalling is available.

(CR 2.12.2) The order to display Virtual Safety Car will be given at signal points a countdown of not less than 15 seconds and come into operation after on air countdown “5-4-3-2-1 Virtual Safety Car”



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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).

(CR 2.12.3) 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.

(CR 2.12.3) All competing trucks, when notified of the VSC intervention (by signals included in CR 2.12.2/3 or by other means) will release throttle, gently reduce their speed and remain behind the vehicle in front, in single file forming a line 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 single file behind the leader, once all of the other trucks are behind the leader they should all keep to a maximum speed of **60kph**.

**NOTE:** When slowing drivers must ensure that they slow steadily without erratic changes in speed to maximise the safety of the procedure.

(CR 2.12.4) 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.

**NOTE:** 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.

(CR 2.12.5) 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. (CR 2.12.6) 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.

(CR 2.12.7) The VSC procedure will remain in operation until at least the majority of competing trucks on the circuit are lined up behind the leader.

(CR 2.12.8) When the Clerk of the Course calls for the VSC procedure to end a radio 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.

(CR 2.12.9) 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.



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(CR 2.12.10) As the leader passes the pit entry road, the green signal will be displayed at the control line and the “VSC” will be replaced on the light panels by a “waved” Green signal which will be displayed for one lap.

(CR 2.12.11) Racing will resume at the control line and therefore CR 2.12.3 will dictate NO overtaking/overlapping until the line is passed.

(CR 2.12.12) Each lap completed while the VSC is in operation will be counted as a race Lap, The Clerk of the Course, at their sole discretion may be extended by up to 3 minutes.

(CR 12.13) 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. REQUEST FOR CLERK OF THE COURSE’S REVIEW OF AN INCIDENT (CR 2.17)

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 and deliver it to the clerk of the course within 30 minutes of the chequered flag – verbal requests will not be accepted. Blank copies of the document will be available from the Championship Manager and Event Secretary.

**NOTE:** 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 CR2.16 and the NCR time limit remains.

### 9. WARNING NOTIFICATIONS & OTHER SIGNALS

**For SAFETY reasons Black & White – Black & Orange – Penalties** Will be given via Digi Board on startline gantry, first light panel after startline, timing screens and where possible by Teams Radio.

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