



Championship Bulletin 2025

British Truck Racing Championship

Bulletin Number	02
Date of Implementation:	7 nd May 2025
Championship Permit No:	CH2025/R004 (A)

The following regulation amendments are made with immediate effect.

All deletions are shown in ~~blue strikethrough~~, and additions are shown in red underline. Notes are included in *italics*.

5.3.20 WHEELS/TYRES

Each truck is required to have six wheels/tyres arranged as a nearside and offside at the front and a twin assembly arranged as a nearside and offside at the rear. All six wheels ~~/~~ with fully inflated tyres must remain in place for the duration of the race, should any wheel or tyre depart the vehicle in part or completely for any reason or in the event of a tyre being punctured it will be shown the Black and Orange Flag and the truck will not be allowed to rejoin the session until authorised as meeting this regulation by a Scrutineer.

TYRES

- 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. Also see regulation 5.3.20.

Reason:

Safety. A punctured tyre is a hazard as the next stage is delamination, which is a danger to those around the circuit.

5.5 CHASSIS

5.5.1.2 Local Reinforcement of the Main Members

Only paragraph 15 is amended. For ease other parts not included.

The fixation points must be situated ~~within the wheelbase,~~ between the front of the front wheel and the rear of the rear wheel. See the drawing ~~below:~~

Reason:

A correction to the location of the associated picture and a deletion to stop ambiguity.



6.3.6 TEST SESSIONS

Where a truck has suffered mechanical failure or significant damage, the Entrant/Competitor may request a test session to ensure the reliability and/or safety of the truck. Such request must be submitted a minimum of three (3) working days in advance of such test and the Championship Manager may at their sole discretion deem such a test session as a safety shakedown and is not required to notify all other competitors.

A shakedown is defined as:

A test which is aimed at checking the truck and systems are working as expected following an incident or serious mechanical issue, to identify and rectify any issues found. It should not exceed two periods of a maximum 15 minutes each, unless an issue is found where a third period not exceeding 15 minutes may be undertaken.

The time on track and number of completed laps should be recorded and signed off by the circuit manager.

No shakedown should take place within five (5) days of a vehicle being due to race at that circuit.

Reason:

Transparency.

Issued by: Gordon Snell

Position: Championship Coordinator/Manager Date: 7nd May 2025