



2025 British Truck Racing Championship



Organised by:

The British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The British Truck Racing Championship is organised and administered by the British Automobile Racing Club (BARC), promoted by Truck Sport Promotions Limited, in accordance with the National Competition Rules ("NCR") of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2025/R004 (A)

Race Status: National (Truck)

Motorsport UK Championship Grade: Grade A

1.2 OFFICIALS:

1.2.1 Championship Manager / Co-ordinator: Gordon Snell

1.2.2 Licensed Eligibility Scrutineer: Terry Cox / Andy Moore (Deputy) / Paul Garrett (Deputy)

1.2.3 Championship Stewards:
Alex Maunders
Pat Blakeney
John Leck
John Watson

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

Any three of the Championship Stewards may sit to make a decision. In accordance with NCR Ch.4 App.1 Art.1.2, The Championship Stewards may only adjudicate on any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there provided.

1.2.4 Championship Clerks of the Course: Robert Lentell / David Cartwright plus nominated deputies

1.2.5 Permanent Stewards: Andy Dee Crowne / Alex Maunders / Adrienne Watson / Brian Hemmings / Mike Sturney / Greg Masters

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be current racing members of the BARC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be a current racing Member of the BARC and
- (b) be Registered for the Championship and
- (c) be in possession of valid Motorsport UK Race National – Truck status Licence (details of the requirements for a Race National – Truck are included Appendix 7), as a minimum or
- (d) Or be in possession of the highest grade of national Truck Race licence from an ASN other than Motorsport UK or valid FIA International Truck Licence, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7.b applies).
- (e) any competitor wishing to compete in Class 1 must:
 - I. raced competitively in Class 1 within the previous five (5) years, or

- II. have a minimum of four Events of recent experience in Class 2 without incurring more than four Motorsport UK licence driving penalty points (NCR Ch.2 App.12 Art.1.2 to Art.1.5), or
 - III. provide sufficient evidence as requested to satisfy the Organiser, Championship Manager and Promoters that the Competitor has sufficient relevant experience and race craft to justify inclusion, such inclusion may be withdrawn without notice at the sole discretion of the Organisers following reports from the Clerk of the Course and/or Stewards, at which stage the Competitor may revert to a Class 2 novice.
- (f) any competitor wishing to compete in Class 2 who has not previously raced a truck will be considered a novice, until such time as:
- I. they have satisfactorily completed 20 races without incurring more than four Motorsport UK licence driving penalty points (NCR Ch.2 App.12 Art.1.2 to Art.1.5). In this instance they will be required to start all races from the rear of the grid. It is the Competitors responsibility to keep the appropriate records.
 - II. provide sufficient evidence as requested to satisfy the Organiser, Championship Manager and Promoters that the Competitor has sufficient relevant experience and race craft to justify inclusion, such inclusion may be withdrawn without notice at the sole discretion of the Organisers following reports from the Clerk of the Course and/or Stewards, at which stage the Competitor reverts to a novice.
- (g) Agree to abide by the Motorsport UK Policies and Codes of Conduct NCR Ch.1 Art.3 at all times to promote a safe, enjoyable and fair environment. See Regulation 3.14 and Appendix 1.
- 1.3.3 All necessary documentation must be presented prior to the first race for checking and at any Event on request of the Organisers and/or Championship Manager. This will include both sides of the Entrants and competitors licence and confirmation of their BARC membership number.
- 1.3.4 The Championship Organisers reserve the right to accept registrations after the regulations publishing date. Acceptance of a Registration, and the terms thereof, is at the absolute discretion of the Championship Organiser and refusal can be appealed in line with NCR...
- 1.3.5 Competitors must meet the standards and requirements of the Championship Promoter(s) in respect of previous competition records and adherence to the items within Championship Regulation 1.3.2.
- 1.4 REGISTRATION:**
- 1.4.1 Registration will be strictly by invitation from the British Automobile Racing Club (BARC). All Competitors must apply for Registration for the Championship by returning the Championship Registration Form to the Championship Manager prior to 1st January 2025, and paying the relevant Entry Fees (see section 2.1). Should space be available, the Organisers may, at their sole discretion, permit entry into the Championship after this date in accordance with section 1.3.4 and 1.4.6.
- 1.4.2 A maximum of twenty (20) Registrations will be available for allocation by the BARC. They will not necessarily be allocated based on the chronological order in which applications were received (see Regulation 2.1.6). A reserves list will be held by the Championship Manager, subject to NCR Ch.3 App.5 Art.5.
- 1.4.3 To be eligible for Championship points and awards a Driver must be registered for the full season or as a Restricted Entrant (see Regulation 2.1.4) and be a fully paid-up current member of the British Automobile Racing Club for the current season. Should a Driver's membership of BARC lapse, or be terminated, during the season for whatever reason, they shall no longer be eligible to compete and will lose all Championship points and awards.
- 1.4.4 All Entrants, Drivers (and their associated team members) granted a Registration for the Championship undertake not to behave in such a way (including but not limited to on the track, off the track, in the media or on social media) as to risk bringing any one or all of the BARC, the British Truck Racing Championship, the Promoters or the sport itself into disrepute. If, in the sole opinion of the Judicial Officials and/or Championship Stewards, an Entrant, Driver, or an associated team member is considered not to have behaved appropriately, the Judicial Officials or Championship Stewards may remove a nominated amount, or all Championship points accrued by the driver to that date, and/or disqualify the driver and/or team from future rounds.
- 1.4.5 Registration may not be transferred between Drivers and/or Entrants.
- 1.4.6 The Championship Organiser reserves the right to accept Registrations after the Regulations publishing date.

Acceptance of a Registration, and the terms thereof, is at the absolute discretion of the Championship Organiser. No reasons need to be given should a Competitor be rejected.

- 1.4.7 There is no Registration Fee but fees apply to entry for Events and for the necessary membership.
- 1.4.8 Registration numbers issued will be the permanent Competition numbers for the Championship season. Preference will be given in the following order, entrants from the previous Championship year competing as full season entrants, full season entrants, restricted entry entrants, guest entrants. The Championship Organiser's decision is final.
- 1.4.9 By submitting a Registration and its subsequent acceptance or placement on a reserves list, the Competitor agrees to participate in at least one day of the mandatory pre-season shakedown / media session which will take place at the Pembrey circuit on Friday 4th and Saturday 5th April 2025.

1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over seven Events as follows (authorisation has been requested to run the Event 6 in France):

EVENT	DATE	ROUNDS	VENUE	CLUB
1	19 / 20 April	01 – 05	Brands Hatch (Indy)	BARC
2	17 / 18 May	06 – 10	Pembrey	BARC
3	5 / 6 July	11 – 15	Thruxton	BARC
4	9 / 10 August	16 – 20	Donington Park (Nat)	BARC
5	13 / 14 September	21 – 25	Snetterton (300)	BARC
6	20 / 21 September	26 – 29	Le Mans (Bugatti)	
7	1 / 2 November	30 – 34	Brands Hatch (Indy)	BARC

- 1.5.1 In accordance with NCR Ch.12 App.2 Art.4 the Organisers reserve the right to amend the published list of dates and rounds, in which case, all registered Competitors will be informed of the amendments by Official Bulletins emailed to the Competitors email address specified on the Official Registration Form.

1.6 SCORING:

- 1.6.1 Points will be awarded to Drivers listed as classified finishers in each Class (1 & 2) within the Final Results as follows:
1st – 20, 2nd – 18, 3rd – 16, 4th 14, going down in single point intervals to 15th place – 3.

There will be an additional point awarded for the fastest lap in each class in each race providing that Driver is classified as a finisher within the Final Results.

Should for whatever reason, the scheduled race duration (as may be amended by Bulletin) not be completed, the following points will be awarded:

- a. 50% or more of the originally intended race duration will attract 100% points.
- b. At least two (2) complete laps but less than 50% of the originally intended race duration will attract 50% points.
- c. A race of less than 2 laps will be declared a No Contest in accordance with NCR Ch.12 App.6 Art.9.1a. and no points awarded.

Race duration percentage will be determined by the declared total race time/laps on the official results. Except under NCR Ch.12 App.6 Art.9.1a. (No contest), where a race has been stopped and restarted, the combined total race time(s) will be used for the purpose of determining the percentages above. Where a race has been stopped and restarted, the fastest lap will be based on times published by the Official Timekeepers covering all parts of the race NCR Ch.12 App.9 Art.9.1d.

Unless otherwise announced by Bulletin, all UK Events will be five points scoring races held at each meeting, Le Mans will have four points scoring races. If the number of trucks available to race has declined to such a point, the organisers may elect to run a different race format. This revised format will be given to competitors by means of a Bulletin at the meeting.

- 1.6.2 The totals from all qualifying Events run will determine final Championship points and positions, therefore there will be no dropped scores.
- 1.6.3 If a Driver receives licence Penalty Points in accordance with NCR Ch.2 App.12 Art.1.2 – 1.5, points of the same value as the Penalty Points will be deducted from the Drivers Championship points total.

If a Driver receives licence Penalty Points on three or more occasions during the same season in accordance with NCR C.2 App.12 Art.1.2 – 1.5 a further value of points equal to the total of the Penalty Points imposed will be deducted from the Championship points total.

For the avoidance of doubt, if a Driver received 2 Penalty Points, followed by 3 Penalty Points a total of 5 Championship points is deducted. If a further 3 Penalty Points are received an additional 11 Championship points is deducted (2 + 3 for the first two offences and 3 + 3 for the new offence). If further penalty points are received only the new penalty points are doubled so the Championship points deducted under this article are always double to penalty points received after three incidents.

Where a Driver receives a documented “Verbal Warning” NCR Ch.2 App.2 Art.1.a., other than the first within the Championship year, each will incur a deduction of one (1) Championship point and be included within the paragraph above.

The Judicial Officials may also deduct Championship points under other Championship Regulations. When imposed, these will be addition to Championship Points deducted under this article.

- 1.6.4 Ties shall be resolved using the formula in NCR Ch.4 App.3 Art.4.1. If this does not resolve the tie the Competitor that achieved the best result first will be declared the winner.
- 1.6.5 The Organisers reserve the right, where space permits, to allow Competitors not registered for the Championship to enter on an individual Event basis, such Competitors:
- a) will be deemed “Guest Competitors”.
 - b) will not score points and for the purpose of points scoring will be ignored.
 - c) will be allowed to take their place on the podium and qualify for any Event awards.
 - d) must comply with the eligibility criteria as prescribed in 1.3 above, with the exception of 1.3.1 (b) and 1.3.2 (b) as appropriate.

1.7 AWARDS:

- 1.7.1 All awards are to be provided by the Promoter.
- 1.7.2 Per Event: Class 1: an award will be presented to 1st, 2nd & 3rd for each race.
- Class 2: where the number of competitors is less than 5, an award will only be presented to 1st for each race and a 1st, 2nd and 3rd presented for the points scored over the Event. Where the number of competitors is 5 or more an award will be presented to 1st, 2nd & 3rd for each race only.
- 1.7.3 Championship: Class 1: a trophy will be awarded to those finishing 1st, 2nd & 3rd.
- Class 2: where the number of competitors is less than 5, a trophy will only be presented to 1st. Where the number of competitors is 5 or more a trophy will be presented to 1st, 2nd & 3rd.
- 1.7.4 Presentations:
- a) Round Awards will be presented approximately 45 minutes after the chequered flag for the relevant race at the designated presentation ceremony.
- Competitors are required to attend the above presentation wearing their race suit fully fastened and with all sponsor badges unobscured for the duration of the presentations to portray a professional image of their team and the Championship. Attendance at any such ceremony is mandatory and failure to attend without the written prior approval of the Championship Manager or failure to wear suitable attire will automatically result in the loss of all awards and the deduction of 5 Championship points.
- b) Championship Awards will be presented at the end of the Championship at the Organisers’ designated presentation ceremony. Attendance at any such ceremony is mandatory without the prior written agreement of the Championship Manager, failure to attend will result in the loss of all awards and referral to the Championship Stewards for consideration of a further penalty.
 - c) All Awards are made subject to the conclusion of all applicable Judicial Procedures.

1.7.5 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event.

In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the Organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

Non UK Residents: for further information contact:

Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU, United Kingdom, Tel: 0300 322 7877, or outside of the UK +44 300 054 7395.

More information may be obtained at : <https://www.gov.uk/government/collections/foreign-entertainers-forms>

1.7.6 Title to all Trophies:

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the Promoters/Organisers in good condition within 7 days of being requested.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Each Entrant is responsible for sending in a correct and complete entry with the correct entry fee prior to the closing date.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Truck changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. NCR Ch.3 App.11 Art.1.1.I. applies. Withdrawals/refunds can only be considered on an individual event basis, full season entry will not be refunded.
- 2.1.4 The Entry Fee for the full Championship is £13,900. which can be split over four instalments:
- | | |
|-------------------------------|--------|
| 1 st December 2024 | £1,000 |
| 31 st January 2025 | £4,000 |
| 31 st March 2025 | £4,000 |
| 30 th June 2025 | £4,900 |

Please note:

- All payments are non-refundable
- If scheduled payment dates are missed, the Competitor will become ineligible to compete until payment is up to date
- Competitors are reminded that any outstanding invoices related in any way to the Championship from 2024 must be cleared prior to the acceptance of an entry for 2025

For those Competitors that completed the full or restricted 2024 season in the BTRC:

You deposit £1,000 by 1st December 2024, this guarantees one entry for 2025

This can either be used by the Competitor for their entry or, if the truck is sold, the guaranteed entry can be transferred to the buyer.

For Competitors that did not compete for the full 2024 season in the BTRC:

You deposit £1,000 by the 1st December 2024, which is taken as an expression of interest, but not a guarantee of a place

Places will not necessarily be allocated on a first come, first served basis

The only way to secure a guaranteed place in the 2025 Championship is to pay the full entry fee as soon as possible. Six spaces are initially available on this basis until the 1st December 2024, this may increase on this date by the number of 2024 Competitors who have not paid their deposit.

The Entry Fee for the Restricted Entrant is £6,750. A Restricted Entrant is eligible for three Meetings, Pembrey and Le Mans being compulsory, the Competitor may then select a third from Events 1, 3, 4 and 5. They may also select additional Meetings prior to the closing date for entries at the cost of £2,250 per Event. Event 7 is not available for selection. Subject to available space, entries for Restricted Entrant's open on the 1st January 2025.

Event 7 : The Promoters in association with the Championship Co-Ordinator may offer by invitation at a cost of £2,250 per truck available space to Competitors whose presence in their sole consideration may be beneficial to the promotion of the Championship having consideration of the views of Competitors already participating in the Championship. They are under no obligation to make such an invitation.

The Entrant/Competitor acknowledges that where they request that the Promoter and/or Organiser send an invoice to a third party for payment that the Entrant/Competitor remains responsible for the amount owed. The Promoters/Organisers may at their discretion suspend a Entrant/Competitor from participating in any Event and/or Events where payment is not made with the settlement terms and refer the matter to the Championship Stewards for consideration of an additional penalty.

- 2.1.5 In the case of having more entries than are permitted by the track licence either the race format will be revised in accordance with 3.1.5 or reserves (1.4.2) will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.
- 2.1.6 The priority on Championship entries accepted from both classes for the full season will be according to the following:
- a) Those who have made a legitimate complete full season entry.
 - b) Those who have competed in the greatest number of Events in the prior Championship year.
 - c) Those who have scored the greatest number of championship points within the prior Championship year.
 - d) The order in which they are received.

The priority on Championship entries accepted from both classes as a Restricted Entrant will be the following:

- a) Those who have made a legitimate request for to be a Restricted Entrant
- b) The order in which they are received

For Guest Competitors under 1.6.5, the selection of entries will be at the sole discretion of the Promoters

2.2 BRIEFINGS:

Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions, subsequent Bulletin for the meetings or via the Championship Competitors WhatsApp group. Attendance by Competitors is mandatory for all briefings. Failure to attend will incur a penalty as permitted under 6.4 below for each briefing missed in addition to any penalty imposed by the Clerk of the Course NCR

2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each Driver shall complete a minimum of 3 laps in the truck to be raced and in the correct session, in order to qualify (NCR CH.12 App.6 Art.3.2).
- 2.3.3 For all qualifying sessions, all trucks and Drivers are required to stay in their allocated team awning area until they are called one by one to the assembly area by either a paddock marshal, Championship Manager or the nominated official. This will normally be done no earlier than 30 minutes prior to the beginning of the qualifying session. Trucks will be called for in Championship points order with Class 1 trucks being called first and the Class 2 trucks being called for after the Class 1 trucks are lined up in the assembly area. For the first Event of the season the order will be where the Competitor finished in the preceding season, for any Driver who did not complete in the preceding season the position will be determined by the Organiser. Novice drivers will be placed at the rear of the grid. All trucks must be in the assembly area 15 mins prior to the scheduled beginning of the qualifying.

Should any truck not be ready when it is called it will have the opportunity to leave for the Assembly Area at the back of the field. Where trucks are brought to the Pit Lane via the track for release in qualifying, there is to be no overtaking on the lap to the Pit Lane. Trucks must remain in the order they left the Assembly Area unless a truck has a clear and obvious problem when it may be passed by trucks behind it in the order.

- 2.3.4 Any Driver whose best qualifying practice session lap exceeds 110% of the fastest time set during that session in their Class, or who fails to set a time, will not automatically be allowed to take part in the races scheduled at the relevant Event. In such circumstances they will be referred to the Stewards who having reviewed any reports and examined evidence presented may permit the driver to compete at the Event.

Any Driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been

applied. They will be placed in front of Drivers categorised under section 1.3.2.f as a novice. Should there be more than one (1) Driver accepted in this manner they will be arranged on the grid in the order decided at the sole discretion of the Stewards.

- 2.3.5 In the event that a Driver impedes another during qualifying, whether inadvertently or not, the Clerk of the Course may refer the matter to the Stewards who may impose any of the penalties specified in the NCR's as they deem appropriate.

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race. NCR CH.12 App.6 Art.9 will be modified as detailed within 2.6 below; in addition 1.6.1 above applies.

2.4.1 Assembly:

For all races, all trucks and Drivers are required to stay in their allocated team awning area until they are called one by one to the assembly area by either a paddock marshal, Championship Manager or the nominated official. This will normally be done no earlier than 30 minutes prior to the beginning of the race. Trucks will be called for in the published grid order. All trucks must be in the assembly area 15 mins prior to the scheduled beginning of the race.

Should any truck not be ready when it is called from its allocated team awning area it will have the opportunity to leave for the Assembly Area at the back of the field. Trucks must remain in the order they left the Assembly Area unless a truck has a clear and obvious problem when it may be passed by trucks behind while remaining in order.

2.5 STARTS:

- 2.5.1 All trucks will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

The starting grid for the First Race 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.

- 2.5.2 A single grid will be formed in order of qualification times up to the maximum number of starters permitted by the Motorsport UK Circuit Licence for the venue. Novice drivers will be required to start at the rear of the grid in accordance with section 1.3.2.f.

- 2.5.3 The Clerk of the Course in consultation with the Stewards may elect to replace the procedure in 2.5.2 above with the following split grid start formation for which a Bulletin will be issued.

The starting grid will be formed with Class 1 ahead of Class 2 with a three (3) grid row gap between the two classes. The gap will replace the time delay detailed within Motorsport UK Regulation NCR Ch.12 App.6 Art.6.15.

- 2.5.4 The start will be via a Rolling start. The countdown procedure and audible warning sequence prior to the start of the race shall be:

SIGNAL	INSTRUCTION
1 Minute	Start engines and clear the grid
30 Seconds	Be prepared for start of the Green Flag Lap
Green Light/Flag	Competitors to complete one lap of the circuit at approximately 60 k.p.h.
	forming into grid order after 75% of the lap is completed as identified at drivers briefing. If starting under 2.5.3 group one will be waved off approximately 10 seconds prior to group two.
Red Lights Off	As group one is approaching the grid the red lights will be on and when the starter is happy with the formation the lights will be extinguished to indicate the start
National Flag	If starting under 2.5.3 the second group will be three (3) grid rows behind the first group and the signal to start shall be the dropping of the National flag

- 2.5.5 Any truck removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the Pit Lane and may start the race after the last truck has taken the start on first race lap. If starting under 2.5.3, it is not safe to send a Pit Lane starter in front of the second group of trucks on a rolling start. The release will occur when the last truck has passed the start-line or Pit Lane exit, whichever is later.

- 2.5.6 Any Driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per NCR CH.12 App.6 Art.6.11. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other trucks are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any trucks to be started with a time delay.
- 2.5.7 The Driver in pole position is responsible for setting a constant pace prior to the start at a constant speed of 50 and 65 k.p.h. All drivers must stay in grid position, at between 2 to 3 truck lengths from the truck in front and in two straight lines according to the grid sheet and not accelerate until the start signal has been given, if starting under 2.5.3 with a split grid then the second start will be indicated by the use of the National flag. Failure to comply with this will be deemed a false start and penalised in accordance with 4.3.6 of these Regulations.
- 2.5.8 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.
- 2.5.9 In the event of any starting lights failure the Starter will revert to use of the National Flag once all Drivers have been advised of the fact.
- 2.5.10 The Organisers reserve the right to amend this start procedure via a Bulletin issued to all Competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.6 SESSION RED FLAG:

The Regulations contained below in 2.6.1 to 2.6.8 replace NCR Ch.12 App.6 Art.9 entirely.

- 2.6.1 Should the need arise for the Clerk of the Course to stop any race or practice session, for whatever reason; red signals will be switched on at the Startline and around the Circuit. This may be supplemented by the showing of red lights around the circuit.
- 2.6.2 This is the signal for all Drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace not exceeding 60 k.p.h. and to return to the Pit Lane, during qualifying, or to the rear of the starting grid area, during a race, stopping before the last row of the grid unless otherwise directed by Officials.
- 2.6.3 Any race stopped before the leader has completed two laps will be declared a “No Contest” and available Drivers will restart from their original grid positions except as detailed within 3.5. See 2.6.8 for details on race duration.
- 2.6.4 Any race stopped after the leader has completed more than two laps but less than 75% of its scheduled duration will be considered as the first part of the race. Drivers will be restarted from a grid set out in the finishing order of this first part (except in the case of a penalty amending the order), which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Flag.
- 2.6.5 If a race covered by 2.6.3 cannot be restarted either at that time or later during the same Event, for whatever reason, then the result will be declared upon the same principle as is described to produce the grid order – the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Flag.
- 2.6.6 When restarted the result will be the order of finishing at the end of the restarted race. The result will list all Drivers who took the start in the race even if they did not take part in the restarted race and will include the first part for purposes of establishing lap records and point scoring where applicable (2.6.8 also applies).
- 2.6.7 Any race stopped after the leader has completed 75% of its scheduled duration may be considered to have finished. The result will be based on the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of the first showing of the Red Flag. Only vehicles which are proceeding under their own power, in accordance with NCR Ch.12 App.6 Art 9.1(f), at the showing of the Red Flag will be classified. If restarted 2.6.3 & 2.6.5 above will apply.
- 2.6.8 In the interval between stopping and restarting the race, trucks may not enter the Pits unless directed to do so or repairs are necessary. Work on trucks already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Trucks in the Pits may not re-join the grid. Non-runners (NCR CH.12 App.6 Art.9.2) at the time of stopping may return to the Pit Lane behind those referred to above if approved to do so by a Scrutineer. No work may be carried out on the grid unless on grounds of safety and with the approval of a Scrutineer.

For the avoidance of doubt any Driver who is not running (NCR Ch.12 App.6 Art.9.2.a.) at the showing of the Red Light/flag is entitled to take the restart from the Pit Lane on the first racing lap regardless of the distance covered

within the previously started part of the race unless in breach of 3.5.

The release of any Pit Lane starter will occur when the last truck in all classes has passed the start-line or Pit Lane exit, whichever is later. In the event of a Red Lights/flag being caused by a Driver it will be at the Judicial Official's discretion whether that Driver will be able to take the restart of the race or not.

- 2.6.9 The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether. If the duration is adjusted by the Clerk of the Course the new duration shall be used for the calculation of 75% under 2.6.3 & 2.6.6 above. If the first part of the race was stopped under 2.6.2 the duration of the re-run will be determined as the duration of the race. However, if the first part of the race was stopped under 2.6.3 then the duration of the second part will be added to the duration of the first part (the elapsed time at which the red flag was shown) and the amalgamated figure will be used to determine the overall race duration. 1.6.1 shall apply for the calculation of points.

2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1 Pits & Paddock: Entrants and Drivers must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any paddock plan issued by the Organisers/Championship Manager must be complied with and the minimum amount of space should be used when setting up. Please also refer to 6.3.1.

Extreme caution is to be used when manoeuvring race trucks in the paddock, especially when moving to and from the assembly area. It is mandatory that all truck movements in paddock areas open to the public are managed by a team member wearing hi-vis jacket/vest acting as a "banksman". Each Entrant/Competitor is responsible for ensuring such person is appropriately trained.

The hi-viz jacket/vest must be clearly marked with the Competitor number on the front and rear. The minimum height of the number shall be:

Front: 100mm

Rear: 150mm

The role of the "banksman" is to provide visual assistance and instructions to the driver when manoeuvring and to ensure that members of the public are warned about the vehicle movement. They should undertake no other task while acting as a banksman.

Failure to adhere to this Regulation will result in the following penalty.

- First offence – formal reprimand per Championship Regulation 6.4.1 (a).
- Second offence – formal reprimand and a fine of £250 per Championship Regulation 6.4.1 (a) and (c).
- Third offence – formal reprimand and a fine of £500 per Championship Regulation 6.4.1 (a) and (c).
- Fourth and subsequent offences – formal reprimand, a fine of £500 and the loss of one championship point per Championship Regulation 6.4.1 (a), (b) and (c).

These offences are cumulative during the season.

- Paddock Safety: In areas to which the public has access, no engine shall be run with the gears engaged whilst the vehicle has any driving wheels not in direct contact with the ground, unless all moving parts are adequately guarded and, a competent person is seated in the driving seat. For the avoidance of doubt, when the public is excluded from an Entrants paddock area this will be considered as a non-public area.

All movements whereby the race truck is moved under its own power must be conducted with the Driver at the wheel or by a team mechanic whose holds a valid DVLA category C RTA licence, a copy of which has been lodged with the Championship Manager.

No passenger may be carried in the race truck during movements within the paddock, to/from the assembly area / pit lane unless seated in an appropriate fitted seat which was present when the vehicle was presented for scrutineering.

- 2.7.2 Pit Lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of trucks at all times. The onus shall be on all Drivers to take all due care and respect the Pit Lane speed limits. No team members should enter the outer lane or lanes while the race is in progress.

The maximum number of team members per race truck permitted in the Pit Lane is four (4) plus the Entrant (or their designated representative) and the Radio Operator. Each person should be dressed and identifiable in team kit with the truck number clearly visible,

No other person connected with a team in anyway should be in the Pit Lane or associated areas without prior written permission of the Organisers.

At no time may a team member enter the circuit without the prior authority of the Clerk of the Course.

- 2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit Pit Lane Speed Limit will be 60 k.p.h. which may be reduced by an official Bulletin at specific circuits.

2.8 RACE FINISHES:

After taking the Chequered Flag Drivers are required to:

- progressively and safely slow down,
- remain behind any competitors ahead of them,
- return to the Pit Lane Entrance/Paddock Entrance as instructed,
- comply with any directions given by Marshals or Officials,
- keep their helmets on and harnesses done up while on the circuit or in the Pit Lane,
- place their truck into the Parc Fermé (or other such designated area) where it must remain untouched until released by the Championship Eligibility Scrutineer or their deputy.
- Attend any podium presentation that may be required.

2.8.1 Parc Fermé:

On arrival into the Pits and/or Parc Ferme, drivers are to self-extricate and follow the instructions of the Technical Official.

When authorised by the Technical Official, one mechanic is permitted per race truck into Parc Ferme and must be wearing a hi-viz jacket/vest. The hi-viz jacket/vest must be clearly marked with the Competitor number on the front and rear. The minimum height of the number shall be:

Front: 100mm

Rear: 150mm

No other individual may enter Parc Fermé until authorised by the Technical Official or their Deputy.

2.8.2 Vehicle Isolators:

Competitors are advised that they must ensure that the electrical isolator on their vehicle remains continually switched on for a period of one (1) hour after the time of the showing of the chequered flag in each Race so that the authorised Officials can access each DVR to download any footage required for judicial investigation.

This requirement is in order for the Judicial Officials to review and reach a timely decision on any judicial matter (as detailed in Championship Regulation 3.8).

Failure to comply with this requirement will be reported to the Clerk of the Course for his consideration of any appropriate judicial action.

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures (NCR Ch.12 App.9 Art.1.4).

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with NCR CH.12 App.6 Art.2.2. Per NCR Ch.12 App.6 Art.2.6 the Organisers require that the transponder must be placed on the main chassis rail within 100cm of the front of the truck. It should be mounted vertically as low as possible on the main chassis rail above the track surface ensuring that the transponder has no metal or carbon fibre below it and that it has a clear view of the track.

No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES:

If any Event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which will be published in Final Instructions for the Event.

2.12 VIRTUAL SAFETY CAR (VSC):

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.

- 2.12.1. The Virtual Safety Car procedure is only permitted at venues where operational light panel signalling is available and when the circumstances are not such as to warrant use of the session/race suspension (Red flag).
- 2.12.2. The order to display the Virtual Safety Car Signal will be given to signal points following a countdown of not less than 15 seconds and come into operation after an 'on air' countdown "5-4-3-2-1 Virtual Safety Car".
- 2.12.3. When the order is given a message "VSC DEPLOYED" will be sent to all Competitors via the official radio system (see section 3.7), on the timing screens and the light panels will display "VSC". Flashing yellow signals may also be used at the Control line and at other signalling points around the circuit.
- 2.12.3 All competing trucks, when notified of the VSC intervention (by signals included in 2.12.2/3 or by other means) will release the 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.
Note: It is essential that Drivers slow down steadily avoiding sharp braking and/or other erratic changes in speed.
For clarity the leader must reduce their speed to a maximum of 60 kph, all other trucks must slow gradually and form up in single file behind the leader, once all of the trucks are behind the leader they should all keep to a maximum speed of 60 kph.
- 2.12.4 While the VSC is in operation overtaking is strictly forbidden from the moment that the VSC Signal is displayed (unless in exceptional circumstances should a truck slow with an obvious problem).
- 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 signalled to do so by the pit exit light and not when the line of trucks are about to pass or are passing the pit exit.
- 2.12.6 A truck re-joining the track must proceed at an appropriate speed and in compliance with 2.12.3 until it reaches the end of the line of trucks.
- 2.12.7 The VSC procedure will remain in operation until at least the majority of competing trucks are lined up behind the leader.
- 2.12.8 When the Clerk of the Course orders the withdrawal of the VSC procedure there will be a radio message "VSC ENDING" to all Competitors via the official radio system (see section 3.7) and a message displayed on the timing screen saying "VSC ENDING". Following the message, and prior to passing the green flag at the control line (Start/Finish), the race leader will dictate the pace.
- 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.
- 2.12.10 As the leader passes the pit entry road, the green signals will be displayed at the Control line and "VSC" will be replaced on the light panels by a 'waved' green Signal which will be displayed for one lap.
- 2.12.11 Racing will resume at the Control line. Overlapping and overtaking is prohibited until the Control line is passed.
- 2.12.12 Each lap covered while VSC is in operation will be counted as a race Lap. The Clerk of the Course, at their sole discretion, may extend the race time by up to 3 minutes.

- 2.12.13 Should it be necessary to stop a race during VSC operation red flags will be signalled in the usual way. The leader, with all competing vehicles following, will pass the red signal at the Control line, complete one further lap at reduced speed and stop prior to the grid in the usual way.

2.13 DRIVING STANDARDS:

- 2.13.1 The following sections on driving standards are guidelines and should be read in association with the NCR Ch.12 App.7. Each incident is considered entirely on its own merit.

2.13.2 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.

2.13.3 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.

2.13.4 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.

Intimidation by pushing is not acceptable and renders the offender liable to penalty.

2.14 TRACK LIMITS:

Drivers may use all of the track up to and including any kerbs NCR CH.12 App.7 Art1.6.a. - b. 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.

- a) Drivers exceeding the track limits will be penalised by:
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 signal
3rd breach - Five-second time penalty

4th breach - a further Ten-second time penalty

5th breach - a further Drive-through penalty

6th breach - Black signal

Penalties are not an escalation but in addition to as per NCR Ch.12 App.7 Art.1.11.b.

2.15 LIGHT PANELS AND FLAG SIGNALS:

At venues where light panels are operational (NCR CH.12 App.8 Art1.), these light signals 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: Red, VSC, Double Yellow, Single Yellow, Green.

2.16 JUDICIAL PROCEDURES:

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').

If following the Review, the Clerk of the Course 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 formal protest, within time limits as specified in the NCR, and which will then be heard by the Stewards of the Event ('the Stewards').

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 (NCR Ch.3 App.10).

The Stewards are also empowered to instigate their own investigations. If the Stewards instigate their own investigation they can determine that there is 'no investigation necessary'. This does not preclude the Competitor from lodging a formal protest, within time limits as specified in the NCR, and which will then be heard by the Stewards.

Offences reported by Judges of Fact (such as track limit infringements, false starts, over speeding, smoke) 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.

Should the Stewards wish to conduct an inquiry into an incident and wish the relevant Competitor(s) to be present, the Stewards will instruct the Championship Manager to place a message (a summons) on the Teams 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 Teams WhatsApp group from 20 minutes before a session, during a session and up to 1 hour after the posting of the provisional results.

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 or the Event Secretary and must be accompanied by an undertaking to pay the appropriate fee (refer to NCR Ch.1 App.2 Art.11.1.v.).

Any appeal against the decision of the Stewards must be made to the Motorsport UK National Court (refer to NCR Ch.1 App.2 Art. 11.4.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 being sent the decision electronically. The full details of the appeal must be submitted to Motorsport UK in accordance with NCR. 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.

2.17 REQUEST FOR CLERK OF THE COURSE'S REVIEW OF AN INCIDENT:

Should any Competitor 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 showing 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 above in 2.16 and the NCR timelimit remains.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1. Deleted.
- 3.2. The standard minimum scheduled race distance shall be 15 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Event, points scoring shall be determined by 1.6.
- 3.3. A Driver may only race the truck in which that Driver set a Qualifying time, no replacement trucks are permitted.
- 3.4. There will be one qualifying session and five Rounds allocated to each Class at each Event. However, a number of formats may be used according to the level of entries received prior to each Event.

a) QUALIFYING:

The qualifying will normally be one session that includes both classes one and two. However, if entries justify it or the timetable allows, then each class may have a separate qualifying session.

b) GRID POSITIONS:

Grid positions will be set as per the table below:

Race 1	Fastest times set during qualifying (with novice's at the rear see Regulation 1.3.2.f)
Race 2	Second fastest times set during qualifying (with novice's at the rear see Regulation 1.3.2.f)
Race 3	Result from Race 1 sets the grid with the top eight reversed (with novice's at the rear see Regulation 1.3.2.f) also see below.
Race 4	Result from Race 2 sets the grid with the top eight reversed (with novice's at the rear see Regulation 1.3.2.f) also see below.
Race 5	Result from Race 3 sets the grid with the top eight in each class reversed (with novice's at the rear see Regulation 1.3.2.f) also see below.

For Races 3, 4 & 5, grid positions will be set from the result of a previous race (as per the table above), with the top eight (8) Drivers being reversed. E.g. the eighth placed finisher in the relevant race will start on pole for the race.

Drivers not classified as finishers will be placed behind the last classified Driver on the relevant race grid, where possible in the order they retired/stopped on track. Any Driver that did not start will be placed after those not classified. Unclassified and non-starters will be placed in front of any novice driver.

Where a penalty amends the finishing positions the original positions prior to the penalty will be used to set the grid so that the Driver receiving the penalty does not gain an advantage in the subsequent race. This will remain to be true if an appeal is lodged. Notwithstanding this, should any Driver be subject to a grid penalty it will then be applied to adjust their position on the grid.

Any Driver that has been disqualified through a race penalty will start from the back of grid but in front of any novice driver.

Should the official classification for the race setting the order for the grid be delayed such that it is not published 30 minutes prior to the time of opening of the assembly area or Pit Lane (whichever is relevant) for the following Race 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 in accordance with the principles above. No protest or appeal will be accepted as to the possible effects of the use of the provisional classification. (Exemption from NCR Ch.12 App.6 Art.6.4. applied and granted per regulation NCR Ch.12 Art.1.3 & NCR Ch.1 Art.1.1.9.).

c) RACE FORMAT:

Alternative formats may be used at the discretion of the Organisers but the format to be used will be published via a Championship or Event Bulletin.

- 3.5. Any Driver who is not running at the time of the showing of the red signal or who receives mechanical assistance may only restart the session or race from the Pit Lane, behind any truck that was running at the red flag, after all other Drivers have passed the pit exit. This Regulation will override NCR Ch.12 App.6 Art.9.2.a. where a race has completed fewer than two (2) laps. Under these circumstances the original grid will be modified such that a truck that has caused a red

flag will start as it would in a race that was stopped after two laps.

NCR Ch.12 App.6 Art.9.3 is replaced by 2.6.7. For the avoidance of doubt no truck will be authorised to return to the paddock for repairs. Any truck that returns to the paddock will be considered retired from the race.

- 3.6 Race numbers and decals must be carried in accordance with 5.17. Failure to do so will result in a fine. Race number 1 is reserved for the Class 1 Champion from the preceding season should they wish to use it. If the champion does not wish to carry number 1 then number 1 will not be allocated for that season. If the champion decides to take the number 1 then their previous number will not be reallocated so that they may return to that number at some stage in the future.
- 3.7 Radio systems are mandatory in accordance with NCR CH.12 App.4 Art.4.12.a. as the pit signalling wall is closed during Truck Races. Any radio system used by the teams must be in accordance with Motorsport UK Regulation NCR Ch.12 App.4 Art.4.12.d.
and must not interfere with any venue emergency frequencies. Ofcom licences must be obtained and should be available at all events as they may be checked by the Organisers/Championship Coordinator.

The Promoters will provide each Entrant with a radio receiver which is in contact with the Clerk of Course and Championship Coordinator. Each Entrant/Competitor is responsible for nominating a team member and notifying the Championship Coordinator of the name of such person. The team member will be responsible for receiving messages and passing them onto the Driver over the team radio. The team channel will be live and must be listened to by the appointed representative from 30 minutes prior to the scheduled start of a race until 60 minutes after the chequered flag.

- 3.8 All trucks must be equipped with the officially nominated company's camera system (Digital Video Recorder). This will as a minimum include five clear and unobstructed views;
- forward-facing view,
 - a rear-facing view,
 - a near side view,
 - an off side view, and
 - a view of the driver/controls.

A separate Championship Bulletin will be issued showing the required mounting positions of each camera. The Bulletin will also show how to change the wiring for the DVR to swap away from an ignition feed. It is the responsibility of the Competitor to install the cameras and wiring as specified in the Bulletin. When mounted on a panel, the camera installation must be solid and not flexible.

It is the Entrants/Competitors responsibility to ensure that the camera views remains clear and unobstructed at all times.

The system will be wired to the isolator, eliminating the need for the ignition to be on. A new bracket for the internal camera will also be provided.

The Competitor must ensure that the cameras cannot be accidentally knocked or misaligned.

The DVR must be fitted into the passenger footwell so that it may be accessed by authorised Officials while standing on the ground outside the truck. The Entrant/Competitor shall provide a 24 volt power supply consisting of a live feed from the battery, a switched live feed and a ground.

Please refer to 2.8.2 above.

The Competitor is responsible for the replacement cost of any lost and/or damaged equipment and will be invoiced directly by Transport Monitoring Systems Limited.

Officials will receive live footage via the 4G network but may request the authorised Official to remove the hard drive from the DVR unit to obtain high-definition footage of an incident. The Entrant/Competitor must ensure that access to the truck and any assistance is provided promptly and without undue delay.

Any initial review or decision by the Officials will be based on the footage obtained via the official judicial camera system. Additional cameras systems may be fitted providing details of the cameras/systems are lodged with the Championship Manager prior to each Event. Where an additional camera(s) is(are) fitted these must be capable of providing footage on an SD card or USB stick which is compatible with windows media player. SD cards must be cleared prior to each Event. The camera fitment must be approved by the Scrutineer and all footage obtained is not for commercial use without prior written agreement of the BTRC. The Judicial Officials may at their discretion make use of any such footage in reaching their decisions on any judicial matters.

- 3.9 It is the Entrants/Competitors responsibility to ensure that the DVR/ camera equipment is fully functional and switched on at all times while the truck is in motion, e.g., from leaving their awning to returning to their awning,

subject to 2.8.2 above. The DVR will display a light which the Driver can see from the driving seat, the status of the unit is also recorded within the Transport Monitoring Solutions (TMS) software and system status will be highlighted in race reports to the Officials. Any problems with the operation of the DVR/camera(s) must be reported to Race Control or a person listed under 3.10 prior the truck leaving the Assembly Area.

Please see 4.3.12 for penalties in relation to an inoperative judicial camera.

- 3.10 The authorised Officials permitted to access the DVR unit are:
- employees of Transport Monitoring Solutions Limited
 - The Championship Coordinator (or an individual authorised by the Championship Manager/Transport Monitoring Solutions Limited)
- 3.11 The Championship Organiser's officially nominated company for camera provision is Transport Monitoring Solutions Limited.
TV company for their use.
- 3.12 Once the judicial process is concluded footage from on-board cameras must be made available to the Championship.
- 3.13 Any truck with significant damage will be shown the black & orange flag and must immediately stop in the Pit Lane to have the damage inspected by a scrutineer who will determine if it is safe for the truck to continue. Also see 5.3.21.
- 3.14 Deleted – see 2.14 above
- 3.15 By registering for the Championship all Competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix – Race with Respect).
- 3.16.1 Where any reports of disrespectful conduct are judged to be well founded the Championship Organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.16.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Manager and/or Safeguarding Officer who will also relay the report to the Event Officials, Championship Stewards and Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.
- 3.17 **Clothing:**
- Competitors are required to wear clean flame-resistant overalls which must be worn to cover from ankle to wrist to neck these must comply with NCR Ch.9 Art.3.
 - The wearing of flame-resistant gloves, socks, balaclavas, underclothing and shoes are mandatory. Refer to NCR CH.9 Art.12.1 – 12.11 for specification.
- 3.18 **Alcohol & Drugs:**
- All Competitors should refer to NCR Ch.2 Art.2.1 – 2.5 with relation to the use of controlled substances and alcohol.
- All Competitors accept that Motorsport UK has the right to require alcohol and illicit drug testing as per NCR Ch.3 Art.17.1.
- Random alcohol and/or drug testing may take place at each round and may include the Entrant, Driver, Radio Operator and any team member who may access the pit lane. Refer to NCR Ch.2 App.1 Art.1.6. for the offence.
- 3.19 **Success Restrictors**
- From 2025, the Championship have introduced Success Restrictors, these will be supplied by the Championship and fitted to the three leading Drivers in the Division 1 championship.

First place –	63mm restrictor
Second place -	65mm restrictor

Third place - 67mm restrictor

For Event 1, these will be fitted to the Drivers finishing in the top three places in the 2024 Championship, from Event 2 onwards, they will be fitted to the three drivers leading the 2025 Division 1 championship. Should these be modified in any way or found not to be fitted or fitted inappropriately, this will be treated as a technical infringement.

4. PENALTIES

General

Pursuant to Motorsport UK National Competition Rule ('NCR') Ch.1 Art.1.9 for the purposes of a trial during the 2025 Championship the ASN has exceptionally granted the following suspension substitution and variation of the NCR:

- a) The Judicial proceedings at an Event shall be conducted by the Stewards of the Event who shall act as the first Judicial body. However, 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 these Championship Regulations without needing to consult with or refer the matter to the Event Stewards.
- b) The roles and functions of the Championship Stewards and the ASN National Court remain as provided by the 2025 NCR.
- c) Any Protest must be brought in accordance with NCR Ch2, App9 with the Stewards of the Event acting as the first Judicial body.
- d) Any Notice of Intention to Appeal a Decision of the Stewards of the Event to the National Court must be lodged in accordance with NCR Ch2, App.4, Art.1.16 – 1.18 accompanied by a signed undertaking to pay the Fee (NCR Ch1, App2, Art.11.4.iii).
- e) All penalties will be in accordance with NCR Ch.2 of the current NCR and these Regulations.

Specific matters

4.1 Infringements of Technical Regulations NCR Ch.2 App.8:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.1.21.

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.2.1. (a) and (b).

For infringements deemed to be of a more serious nature the Judicial Officials may invoke the provisions of NCR Ch.2 App.8 Art.2.1. (c). However, if they believe that there is some mitigation surrounding the infringement then NCR Ch.2 App.8 Art.2.1. (c) need not be implemented but the full reasons shall be stated in any Decision.

4.2 All infringements of non-technical NCR's will be dealt with in accordance with these Championship Regulations.

4.2.1 The only data permitted in any Judicial hearing is that which is obtained from the data downloaded by the Competitor from the approved monitoring device noted in 5.18.

4.2.2 3.8 to 3.10 detail how onboard footage can be used in relation to judicial investigations.

4.3 Additional specific Championship penalties:

4.3.1 Maximum Road Speed - Speeding (See 5.18):

During Practice and Race, contravention of Regulation 5.18 will invoke the following:

- a) During Practice: Loss of practice times and race start from back of grid.
- b) During Race:
 - FIRST CONTRAVENTION:
 - Speeding for longer than 1.00 sec. (but less than below) or GPS pulses indicated (Class.1 & 2) 10 second penalty.
 - Speeding for a period between 3.00 – 4.99 seconds 20 second penalty
 - Speeding for a period between 5.00 – 6.99 seconds 30 second penalty
 - Speeding for a period more than 7.00+ seconds Disqualification.
 - SECOND CONTRAVENTION:
 - The second penalty will be in addition to the first but in line with those given above.

- THIRD CONTRAVENTION:

- Disqualification.

4.3.2 Any vehicle which exceeds 170 kph will be disqualified from the race on the first contravention, irrespective of the duration of the contravention. The penalty for exceeding the speed in any free practice is at the discretion of the Judicial Officials.

4.3.3 Exhaust Smoke Emissions (See 5.19):

The Organisers may appoint one or more Judges of Fact to check for excess exhaust smoke during all practices and races. Any truck adjudged by a nominated Judge of Fact or duly appointed Scrutineer, to be emitting any visible smoke at any time during an Event, will immediately be shown the Black and Orange Flag. -

Any truck that contravenes the smoke regulation at an Event and is considered unacceptable to the Organisers will in, qualifying and or races will be issued with a Yellow warning card, if the truck then in a subsequent race/qualifying shows no significant improvement a second yellow card will be issued. If the Organisers then consider that the truck is still not complying with the smoke regulations in any subsequent race/qualifying then a red card will be issued. If a red card has to be issued then that truck will have all Championship points deleted for that Event and will be disqualified from the rest of the Event. If a competing Truck is reported for smoke and on investigation by the Championship Eligibility Scrutineer, is found to be due to a mechanical problem such as an air inlet malfunction, the Judicial Officials will be informed and they may decide that the penalty will not be applied.

4.3.4 Failure to respect the Black and Orange flag for smoke or damage will result in disqualification from the race and this penalty will not be subject to appeal.

4.3.5 The decisions at 4.3.2 to 4.3.4 will be Judgements of Fact and hence not subject to appeal. This Regulation cannot be invoked as a reason for protest by Competitors.

4.3.6 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised (NCR Ch.12 App.6 Art.8.1) by means of a ten second penalty being added to the total race time as a minimum.

4.3.7 Breaches of 2.7.4 will usually be dealt with by means of a fine of up to £50 per k.p.h. above the limit in qualifying and by means of a “drive through” penalty during races.

4.3.8 If within 14 days of an incident it appears from the video footage from the nominated TV company and/or from any other evidence, not previously presented to the Judicial Officials of the Meeting, that there may have been a breach of any non-technical regulation the Judicial Officials can, at their sole discretion, investigate the incident notwithstanding that they may or may not have already investigated the incident.

4.3.9 Any Competitor may be referred to the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £1,175 or disqualification from part or all of the Championship or referral to Motorsport UK.

4.3.10 The Judicial Officials may impose a “Stop / Go” or “Drive through” penalty for a breach of Regulations, in accordance with NCR Ch.12 App.10 Art.2.

4.3.11 Any vehicle not carrying the mandatory Championship decals, as detailed in 5.17, while on track during an official session will be subject to the loss of any Championship points, for the race concerned and not permitted to compete in any further races until the required decals are applied per the Championship regulation.

4.3.12 Failure to have an operative DVR unit and operative or unobstructed Judicial camera as detailed within 3.8 or 3.9 and/or failure to provide access or assistance as per 3.8 and/or in the case of a DVR unit/camera that has been tampered with will result in the Judicial Officials applying the following penalties:

- a) 1st Offence: Deduct one championship point
- b) 2nd Offence: Deduct an additional two championship points.
- c) 3rd Offence: Deduct an additional three championship points.
- d) Further Offences: Refer the competitor to the Event Stewards for further action.

The offences will be viewed across the season, not exclusively at an individual Event.

4.3.13 See 1.6.3 for details of how Penalty Points affect Championship Points.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

- 5.2.1 The British Truck Racing Championship is for Competitors participating in racing trucks in general compliance with the technical regulations issued and applying to the 2025 F.I.A. European Truck Racing Championship, Race Trucks (with the exceptions of the items detailed in this document) or the following regulations.

The British Truck Racing Championship is run in two Race Truck classes, Class 1 and Class 2. Any truck in Class 2 (see 5.4.3) that has technical changes made to it which significantly improves its performance, such as a different engine being fitted, shall be reassessed by the Promoter and Championship Organiser after taking advice from the Championship Eligibility Scrutineer and may be reclassified into Class 1 and any points gained prior to this time will not be carried over. If a truck enters the Championship, the Championship Eligibility Scrutineer in consultation with the Promoter and the Championship Organiser will agree which class the truck will be in.

All trucks taking part in an Event of the BTRC Championship must start each Event well presented with all of the front and side panels fitted and in good order, this includes mudguards. Each truck must be presented for scrutineering in this condition and be clean and tidy.

Should a truck sustain damage during an Event, it must be inspected by the Scrutineer so as to determine if it is safe to take part in the next session or Event. The Competitor must make every attempt to get that truck back to a race worthy condition with all body panels and mudguards fitted. If this is not completed the Eligibility Scrutineer shall determine if the truck is allowed to race.

5.2.2 DEFINITION:

Refer to 5.4.4 below

5.2.3 POWER-TRAIN:

This consists of a single power generating unit (engine) which feeds its power directly to a friction plate clutch. This power then passes through a mechanical gearbox and a mechanical final drive unit, which then distributes the power to the road wheels. No additions or deletions to this power train are permitted.

The engine must be derived from a unit fitted to a road-going tractor. The engine must come from the commercial range of the truck manufacturer in the year of the truck production, and not necessarily from the model of truck, and must have been produced in a minimum quantity of 100 units.

All trucks must comply with Mainland British Type Approval for the main vehicle specifications and not have a maximum engine cubic capacity of more than 13 litres in 2025 as per the FIA regulations.

Note: In order to run in the FIA European Truck Racing Championship in 2025, Competitors should be aware that FIA regulations will require a 63mm. diameter (as per FIA specification) air restrictor to be fitted to the air inlet of the engine and all the air required to run the engine must pass through this restrictor.

5.2.4 TECHNICAL PASSPORT / DECLARATION FORM:

As part of the entry requirements for the BTRC, every entrant will have to complete a vehicle declaration form, and be in possession of a current Motorsport UK Vehicle Passport.

5.3 SAFETY REQUIREMENTS:

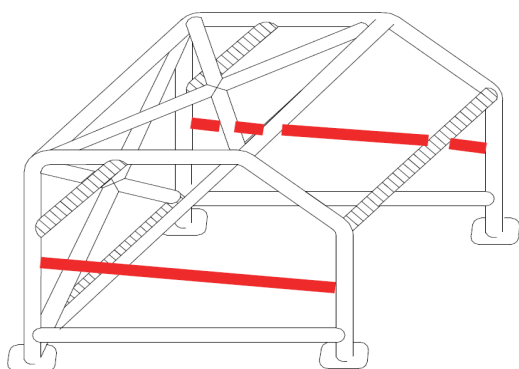
All NCR Ch.7 Safety Criteria Regulations apply as relevant. For Race Trucks competing in the European Cup, regulations applicable to the 2025 FIA European Truck Racing Championship apply. For British Race Trucks not competing in the above the following regulations apply.

5.3.1 ROLL CAGE:

An internal cab roll cage must be fitted. A roll cage is as shown in the diagram below. It must be in one piece (i.e., all parts welded to each other) and follow the interior shape of the cab as closely as possible and be free from unevenness or cracks. The following members are mandatory, two rear diagonals, two roof diagonal members and one member joining the centre section of the front top cross member to the lower rear cross member or lower part of the rear vertical leg of the main roll cage. At least two members joining the rear and front vertical legs, one at the height of the drivers and passengers' pelvis / legs to protect both from side impacts. The second member must be as close as possible to the foot of each vertical leg, cab floor permitting.

Two additional members, one on each side, joining the top horizontal member to the vertical rear member of the roll cage, this is to provide protection for the driver's head and strengthen the corner of the roll cage.

If the driver's brake, clutch, and accelerator pedals are positioned in front of the front wheel centre line an additional cross member must join the front outer foot of the internal roll cage to the cabin pivot point. The cabin pivot point and or the original cabin stiffening rail may be incorporated into this member.



The material specification must comply with the one detailed below (see 5.3.2) for the roll cage and must have a minimum diameter or side length, of 25mm.

Note: It is permissible, and even recommended, to fit additional struts to the cage.

The cabin pivot point and / or the original cabin stiffening rail may be incorporated into this member. The material specification must comply with the one detailed below (see 5.3.2) for the roll cage and must have a minimum diameter or side length of 25mm.

The minimum fixation of the cage to the cab consists of four mounting plates, one for each vertical pillar of the cage.

Each mounting foot must have an area of at least 200 sq. cm and a thickness of 3mm. Reinforcing plates with an area of at least 200 sq. cm and a minimum thickness of 3mm must be fitted such that the cab floor is sandwiched between the mounting feet and the reinforcing plates. At least three bolts must clamp each mounting foot to its reinforcing plate, such bolts to have a minimum specification of 8.8 (S grade) and diameter of 12mm. This mounting represents a minimum.

- 5.3.2 The safety cage described in 5.3.1 must be connected, with steel sections to the chassis in a minimum of 4 separate locations. The additional supports are required from the four main roll vertical pillars via the reinforcing plates under the cab, at least 3 of these supports must be connected directly with steel section to the specification as the roll cage detailed below. The fourth connection must comply with the same material specification as below for the roll cage and will have a minimum diameter or side section of 25mm.

NOTE: Two connections must be in front of the driver's feet and the two rearward of the rearmost position of the driver.

It is permitted to increase the number of bolts and to attach the roll cage to the cab shell (e.g., to screen and door pillars).

Minimum material specification for all mandatory tubes in cold drawn seamless steel tube with a minimum tensile strength of 340 N/mm². The minimum permitted tube sizes are either: 57.0 mm outside diameter and 4.9mm minimum wall thickness or 63.5 mm outside diameter and 3.2mm minimum wall thickness or 70.0 mm outside diameter and 2.4mm minimum wall thickness. It is permitted to use a combination of these permitted tube sizes. All mandatory tubes must have an inspection hole of 5 mm diameter, drilled in an easily visible

position. All welding should be of the highest quality possible, with full penetration (preferably arc welding and in particular Heliarc). These requirements are a minimum. Alternatively, the roll cage must comply with the 2025 FIA European Truck Racing Cup Regulations.

5.3.3 SIDE GUARDS:

Metal side guards must be fitted between the mudguards of front and driven axles to prevent wheels interlocking. The sideguards may be made with either: One steel tube 65mm diameter x 3mm wall thickness or 70.0mm outside diameter and 2.4mm minimum wall thickness or Two steel tubes 50mm diameter x 3mm wall thickness. This must be good quality steel tube. This side guard must be fixed directly to chassis members, not via a sub-frame.

Aluminium may NOT be used in place of steel.

Outriggers from the chassis to the sideguards must be made from material at least equal in strength to the sideguard material. All tubes must have a 5mm hole drilled in a visible position for inspection purposes.

Maximum spacing between any two outriggers is 1.5 metres Maximum unsupported sideguard overhang is 500mm.

Maximum permitted gap (inside view) between front or rear mudguard and the sideguard is 100mm.

It is strongly recommended to cover the side guards with fairings, but all such fairings must be readily detachable to allow for inspection of the side guards.

5.3.4 OUTRIGGERS:

Outriggers must be mounted to the chassis using spreader plates of at least 100 sq. cm. area and 5mm thickness. These plates must be welded to the outriggers and bolted to the chassis. At least 4 x 8mm diameter bolts must be used for each outrigger, these bolts must be at least grade 8.8 (S grade). It is only permitted to drill the chassis for the attachment of sideguards. The bottom of the sideguards must be at least 500mm from the ground. The top must be no more than 1 metre from the ground. A sideguard must extend outwards so that they are within 300mm of the extremities of the vehicle in plan view, but they may not project beyond the extremities of the vehicle in plan view. All welding must be of the highest quality with full penetration. It must be possible to inspect all welds. Sideguards must not present any sharp angles or corners in plan view. It is permitted to cover the sideguards with fairings as described in section 5(6), but all such fairings must be readily detachable to allow for inspection of sideguards by scrutineers.

5.3.5 FRONT AND REAR GUARDS:

Guards must be fitted to front and rear of the vehicle to prevent it from driving over the top of "armco" safety barriers, and to assist with "suspended tow" vehicle recovery. These guards must meet the following requirements with regard to general dimensions:

These guards must consist of two horizontal steel tubes. The minimum permitted tube sizes are:

57.0mm outside diameter and 4.9mm minimum wall thickness, or

63.5mm outside diameter and 3.2mm minimum wall thickness, or

70.0mm outside diameter and 2.4mm minimum wall thickness.

An alternative equivalent can only be used with the prior written permission of the Championship Eligibility Scrutineer.

The ends of all tubes must not be left exposed. Bottom tubes must be joined to top tubes/bumper and there must be no sharp corners, exposed corners, or angles with un-acceptable radius at the corners. The guard must only be manufactured of the specified tube, any reinforcing can only be allowed at the rear of the guard. The fixing of additional support to the guard in front of the vertical centre line of the guard tubing is strictly forbidden and the Eligibility Scrutineer must pass the guard as fit for purpose prior to the Event. The width of the guard must be between 2000mm and 2300mm. Note that this includes the fixing brackets for the plastic bumpers which also must be behind the front guard tube centre line.

The requirements for these guards are as follows:

FRONT GUARD: The front face of the guard must be vertical and in line with the front face of the standard bumper. The top face of the guard must be in line with the top face of the standard bumper. The front guard must be attached directly to the chassis main members, as described in 5.5.1.2. and all the attachments must be forward of the front wheels.

These guards must have a radius on ends on main guards and fixing for any trim such as plastic bumpers must be

located behind the inside radius of the guard tube. In the event of the bumper or trim being detached, no sharp edges will be left behind.

The front safety guard must be completely covered by plastic or fibreglass bumper panels which must be securely attached using ample dome headed bolts with a minimum diameter of 5mm.

REAR GUARD: The rear face of the guard must be vertical. No part of the rear guard may extend more than 200mm behind the end of the chassis main members. The top face of the guard must be level with the top of the main chassis rails and the end configuration must have a radius. The top face of the guard must not be above the top flange of the chassis main members, measured at the extreme rear of the vehicle. Overall width of the guard must be between 2000mm and 2300mm. The guard must be covered by a plastic bumper securely attached. The rear guard must be attached directly to the chassis main members, as described in 5.5.1.2. and all the attachments must be behind the rear wheels.

It is highly recommended that the rear guards be braced from the main chassis to the overhanging part of the rear guard behind rear wheels.

FRONT AND REAR GUARDS: The bottom face of each guard must be between 300mm and 400mm above the ground and must be between 2000mm and 2300mm wide. All exposed parts of the guards which are not part of the standard bumper(s) must be made of tube. Tube material is free, but it is recommended that roll cage or sideguard tube is used. The ends of any tubes must not be left exposed. Bottom tubes must be joined to top tubes/bumper(s) and there must be no sharp edges, corners or angles exposed. It is permitted to cover all or part of the guards with securely attached metal panels. Each guard must be able to withstand a load equal to the vehicle weight on the rear axle, applied horizontally to the bottom tube, along the axis of the vehicle. It must also be capable of supporting the weight of its own end of the vehicle. These loads must not cause distortion of the guard.

Note: The load requirements can be checked by positioning the vehicle with the guard against a wall engaging a gear and applying load until the driven wheels spin on a dry road; and jacking up the appropriate end of the vehicle on the guard, with the load spread over the centre metre of the bottom tube.

Note that both Front and Rear Guards must have a reasonable radius on all corners of the guard, as state above with no shape edges.

5.3.6 SEAT BELTS:

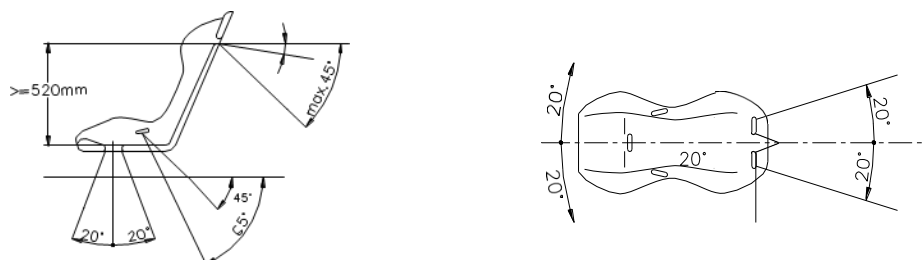
All seat belts must be a set of unmodified proprietary manufactured in compliance with NCR Ch.7 App.7 Art.10.4-10.5, with a six-point fixing and must be securely attached to the vehicle's cab structure or roll cage (NCR Ch.7 App.7 Art.9.1 applies). Anchorage points on the cab structure must be reinforced to ensure adequate strength. Belts must have 2 parallel shoulder straps and one abdominal strap and two straps between the legs. Fixation points to be 2 for the abdominal strap and 2 behind the drivers' seat for shoulder straps and either one or two points for straps between the legs.

The shoulder straps must be fixed on a rear transversal tube welded to the roll bar or attached to the upper anchorage points of the front belts.

The transversal reinforcement shall be a tube measuring at least 38 mm x 2.5 mm or 40 mm x 2 mm, made from cold drawn seamless carbon steel, with a minimum yield strength of 350 N/mm².

The straps may be attached by looping or by screws, but in the latter case an insert must be welded for each mounting point (see Drawing 253-67 for the dimensions).

These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts of M12 8.8 or 7/16UNF specification. The angle of the shoulder straps at the rear of the seat must be at a maximum of 20 degrees to the horizontal.



A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in conformity with the manufacturer's instructions.

Combining parts from different seat belts is prohibited.

Only complete sets, as supplied by the manufacturer, may be used. The effectiveness and longevity of safety harnesses are directly related to the manner in which they are installed, used and maintained.

The harnesses must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness which does not function perfectly must be replaced.

5.3.7 Fire Extinguishers in compliance with FIA Appendix J Art.290.2.7.1 and 2025 FIA European Truck Racing Championship regulations must be fitted. The following information must be visible on each extinguisher:

- Capacity
- Type of extinguishant
- Weight or volume of the extinguishant
- Date extinguisher must be checked, which must be no more than two years after the date of filling or the date of the last service.

Permitted Extinguishants:

AFFF, FX G-TEC, Viro3, powder or any other extinguishant homologated by the FIA (TL No6 of Appendix J).

Minimum quantity of extinguishant

a) AFFF:	2.4 litres	Pressurised in accordance with manufacturer's instructions
b) FX G-TEC:	2.0 kg	Pressurised in accordance with manufacturer's instructions
c) Viro3:	2.0 kg	Pressurised in accordance with manufacturer's instructions
d) Poudre:	2.0 kg	Pressurised 8 bar minimum, 13.5 bar maximum
e) Novec 1230	2.0 kg	Pressurised in accordance with manufacturer's instructions

If filled with an AFFF, the extinguisher must be equipped with a means of checking the pressure of the contents.

5.3.7.1 Fixations:

All extinguishers must be adequately protected and must be situated within the survival cell. In all cases their mountings must be able to withstand a deceleration of 25 g. Furthermore, only quick-release metal fastenings, with metal straps, are accepted. Anti-torpedo tabs are required. The extinguishers must be easily accessible for the Driver.

5.3.7.2 Automatic Systems:

In addition, to the system described above, it is recommended to fit an automatic extinguishing system complying with FIA Article 253-7 of Appendix J.

5.3.8 CIRCUIT BREAKER – ENGINE SHUTDOWN:

A circuit breaker or isolator switch which shuts down the engine and disconnects the batteries from all electrical circuitry (except any automatic fire extinguisher system) must be fitted behind the fifth wheel and between the chassis rails. *This switch must be painted yellow and identified by a red spark on a white edged, blue triangle.* The main earth between batteries and the chassis, or the negative lead in the case of insulated return wired vehicles must be coloured yellow or covered with yellow material. In the case of vehicles which use a mechanical shutdown system, a shutdown device must be fitted which is separate from the electric circuit breaker.

The device must be fitted close to the circuit breaker, be clearly marked, and have clear operating instructions (e.g., "pull knob to stop engine"). An engine shutdown switch and or mechanical device must be fitted in the cab, with positive on-off positions clearly marked. They must be operable by the driver, normally seated and wearing a seat belt. The switch must also isolate any electric fuel pumps.

It is recommended that either an air intake shutdown valve, exhaust shutdown valve or a shut off valve in the oil feed line to the turbocharger be fitted to restrict engine revs in the event of engine runaway. These devices must be operable from both inside and outside the cab.

5.3.9 WINDSCREEN AND WINDOWS:

A windscreen of laminated glass must be fitted, bearing a mark to verify the fact. A clear transparent and unobstructed area of minimum 350mm in height covering the entire width of the windscreen must be located directly opposite the drivers' eyes. For safety reasons it is mandatory for the windscreen to be backed by two bars sufficient to prevent the screen from collapsing into the cabin in the event of an accident. Each bar must be vertical and must be made of metal with a minimum section of 45mm². The minimum distance between the two bars is 500mm. If a laminated windscreen is not available for a truck a suitable approved plastic screen could be used with

the prior written permission of the Championship Eligibility Scrutineer.

It is highly recommended that inside of the windscreen must be covered with an anti-shatter film (plastic film) complying with standard EN 12600 for driver protection in case of a windscreen failure.

For safety reasons all trucks must be equipped with side windows of a clear un-tinted transparent polycarbonate plastic of at least 3.8mm thickness. It is allowed to remove the side window, provided that the complete window area is replaced by a proper window net in compliance with FIA article 290-2.12.4.

Note: all side window installations must be approved by the Championship Eligibility Scrutineer.

Rear windows: if the cab is equipped with a rear window, it must be replaced with a cover of the same material as the truck's cab.

Note: Tinted/silvered glass or film is not permitted on side windows.

5.3.9.1 PROTECTIVE NETS (Side Window nets)

The use of protective nets (window nets) is mandatory. These nets must have the following characteristics:

- Minimum width of strips 19 mm
- Minimum size of meshes 25 x 25 mm
- Maximum size of meshes 60 x 60 mm

Installation: The woven strips must be non-flammable and sewn together at each point of crossing. The net must be attached to the safety cage or to a fixed part of the shell and must cover the opening of the window to the steering wheel centre. Anchor points must be as resistant as possible. A quick release system is mandatory and must work even if the truck turns over. It must be possible to detach the net with one hand only. The handle or lever must have coloured marking ("day glo" orange). The use of eyelet clips, cable ties, dog-leash hardware, hose clamps, etc. is prohibited. Penetration of webbing, except as performed per manufacturer's instructions is prohibited. Any other modification to the net must be performed by the manufacturer.

The use of a protective net on the opposite side to the driver is mandatory when carrying a passenger. The net must be mounted in order to reduce the possibility of the arm of the driver from protruding out of the truck during a crash when the vehicle has lost the door or its window has been broken, and reduce the possibility of external objects from impacting the driver from the side of the truck. This net must be approved for use in the Championship by the Eligibility Scrutineer.

5.3.10 PROP SHAFT:

A minimum of 50% of the propeller shaft length must be covered all around its circumference by a steel material with a minimum thickness of 6mm, so as to prevent it hitting the ground in case of breakage. This cover may be split along its length and can be joined together by means of at least 6 off M10 bolts to have a minimum specification of 8.8 (S grade).

It must have 4 fixing points (2 bolted to main chassis rails and 2 bolted to the authorised under frame) which would not be counted as a transversal member. The 4 off bolts used to fix this cover must be a minimum of M10 bolts to have a minimum specification of 8.8 (S grade).

The prop shaft must not pass through any fuel, water, or air tanks.

5.3.11 Fireproof Bulkhead

All vehicles must have a protective bulkhead of non-inflammable material between the engine/transmission and the driver's compartment capable of preventing the passage of fluid or flame in the case of fire. Gaps must be sealed with GRP or an RTV sealant. Use of magnesium is prohibited.

5.3.12 FUEL / OIL LINES:

It is prohibited to run any fuel, oil, or water lines within the cab. The only oil lines which may run within the cab are those leading solely to temperature or pressure gauges. Such lines must be metallic or aircraft quality. The clutch fluid reservoir may be positioned in the cab but must be securely fitted and covered with adequate protection as determined by the Eligibility Scrutineer.

5.3.13 STEERING LOCK AND QUICK RELEASE MECHANISM:

Any steering lock system fitted to the vehicle must be removed. If the steering column passes in between the driver's legs, it must be covered with protective detachable foam in order to prevent injuries to the driver's knees.

The steering wheel must be fitted with a quick release mechanism. It must consist of a flange concentric to the steering wheel axis, coloured yellow through adonisation or any other durable yellow coating and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.

5.3.14 PARK BRAKE:

The location of the park brake control must be clearly indicated by a notice inside the cab at least 20cm wide. The park brake control must be operable by the driver normally seated with seat belts fastened. The parking brake control must not protrude inside the free opening of the roll bar “door” to prevent or hinder extraction of the driver.

5.3.15 ENGINE OIL CATCH TANK:

All engine breathers venting to the atmosphere must lead into a catch tank arranged in such a way as to prevent oil from spilling onto the track. If a single catch tank is used, it must have a volume of at least 4 litres. It is permitted to use multiple tanks; each tank must be at least 2 litres. Tanks may be of any material, but it must be possible to view the contents of the tank (e.g., a sight glass is required in a metal tank, plastic tanks must be translucent). All tanks must be capable of being readily emptied. The tanks must be oil resistant, material and securely fastened.

5.3.16 LOWER CAB ACCESS STRIPS:

Must be modified, if necessary, so as to minimise the possibility of such components puncturing tyres in an incident.

5.3.17 SEATS:

The Driver’s seat must be homologated to a current FIA standard with an extension with energy absorbing and non-flammable material around the driver’s head and must not be modified.

Seats in compliance with 8855-1999 FIA standard or 8855-2021 FIA standard or 8862-2009 FIA Standard.

If there is a cushion between the homologated seat and the occupant, the maximum thickness of this cushion is 50 mm.

Seats in compliance with 8862-2009 FIA standard.

If a foam insert is used between the homologated seat and the driver, minimum lateral support to the driver’s head, shoulders and pelvis must be guaranteed as follows:

- a) 230mm min. at seat-side-head support along the head-plane.
- b) 180mm min. at seat-side-shoulder support along the shoulder-plane.
- c) 100mm min. in height at seat-side-pelvis support along the pelvis-plane over a length of 200mm min.

This requirement must be verified using a parallelepiped template of dimensions X 200 x Y 150 x Z 100 mm.

Seats in compliance with 8855-2021 FIA standard.

The seat must be used in accordance with the seat manufacturer’s instructions and with Technical List n°91.

The limit for use is 10 years from the year of manufacture.

The use of supports homologated with the seat in accordance with the Technical List n°91 is compulsory.

Seats in compliance with 8855-1999 FIA standard.

If there is a cushion between the homologated seat and the occupant, the maximum thickness of this cushion is 50 mm.

All seats must be firmly attached and must not slide, tilt, hinge, or fold. The driver’s seat must support the driver and hold them in position inside the cab.

All seats must face forward. Passenger seats may be removed. All joints between any seat and the cab (i.e., seat to sub-frame [if fitted] and sub frame to floor) must have at least 4 x 8 mm diameter or 6 x 6 mm diameter bolts, minimum grade 8.8 (“S” grade). Reinforcing steel plates of min. size 30x30mm at least 10 mm thickness must be fixed under the floor of the cab and the fixing bolts must pass through the centre of these plates. It is permissible to weld a mounting, for the seat to fix to, into the main cab structure but this must be approved by the eligibility Scrutineer.

Sliding seat runners must be locked and bolted into position by a system requiring the use of tools.

5.3.18 WATER TANKS:

No water tank may be situated within the chassis rails between the wheelbase and should be mounted to the main chassis were possible. All water tanks must be clearly marked with the word WATER in bold capital letters of a colour that contrasts with that of the tank.

5.3.19 THROTTLE LINKAGE AND ALL CONTROL PEDAL ASSEMBLIES:

In accordance with NCR Ch.7 App.2 Art.22.19.

- a) The throttle must have a positive method of closing when the Driver's foot is released from the throttle pedal. This must be demonstrated at each pre-Event Scrutineering and at any time at an Event on demand of the Scrutineers.
- b) The throttle must not be capable of being locked permanently or temporarily in any position whether 'on' (depressed to any extent) or 'off' (released to any extent)
- c) The throttle pedal must not be modified in any way save for the addition of a plate extending the surface area of it only for the safe placement of the Driver's foot and that modification must not impinge on any use of the brake pedal and must be approved in writing by the Championship Eligibility Scrutineer.
- d) Except for the automatic operation of any Championship mandated vehicle speed-limiting device the throttle must only be operated by the Driver's foot except in a specially adapted vehicle for the purposes of an ASN registered 'disabled' Driver requiring hand controls in which case the modifications must be approved in writing by the ASN.
- e) 'Cruise control' or any form of continuous speed-maintenance control other than by operation of the Driver as at (d) above is forbidden.
- f) The brake pedal and the clutch pedal must not be modified in any way save for the addition of a plate extending the surface area of it only for the safe placement of the Driver's foot and that modification must not impinge on any use of the brake pedal and must be approved in writing by the Championship Eligibility Scrutineer.

Any breach of paragraphs (a) - (f) above will render the vehicle ineligible to compete and which shall be reported to the Stewards of the Event for possible judicial action.

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 puncture 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.

5.4 GENERAL TECHNICAL REQUIREMENTS:

- 5.4.1 Vehicle competing in all classes must comply in all respects, with the exception of lambda control, CAN information and caster angles, to the technical regulations issued as being applicable to the 2025 FIA European Truck Racing Championship, including all and any Bulletins which may be issued during the course of the year, modifying, or supplementing these regulations.
- 5.4.2 Vehicles competing in Class 1 must comply with Regulations 5.4.4 to 5.19 inclusive.
- 5.4.3 Vehicles competing in Class 2 must comply with 5.4.3 – 5.19 inclusive.
 - 5.4.3.1 The truck chassis / cab must be at least three years old at the start of the season.
 - 5.4.3.2 Shock Absorbers are to be of the single adjustment (soft/hard) type only. Two way adjustable (bump and rebound) and three way adjustable (high speed bump, low speed bump and rebound) are not allowed.
 - 5.4.3.3 Maximum caster 20 angle on front axle wheels degrees.
 - 5.4.3.4 No works/factory prepared/tuned dedicated racing engine or E.C.U. to be allowed in Class 2 that is not readably available to be purchased on the open market and have not been built by manufacture for racing purposes only. Any engine used must have been in series production 5 years prior to the start of the championship year which the engine is to be used in.

PROHIBITED ENGINES:

The Following Race Prepared Engines to FIA Participation Standard in the last 5 years **are prohibited within Class 2.**

- a) MAN D26
- b) Iveco Cursor 13
- c) Buggyra /CAT C13

Note: In addition the older D28 Man Race Engine that is no longer in production is now eligible to be used in Class 2. Also, the older Iveco Cursor 13 not fitted with common rail fuel injection system and built before 2010 are eligible.

- 5.4.3.5 No mechanical governed fuel injected engines would be allowed to enter the championship; only electronic fuel injected engines will be allowed to run in championship.
- 5.4.3.6 Rear Axle: This must be from a road going 18t rigid truck or 38t artic with a minimum operation rated at 11.5t with a minimum rating of 11.5 tonnes for the rear.
- 5.4.3.7 Tyres: There will be no restriction on the number of permitted new tyres in Class 2 for 2025.
- 5.4.3.8 Trucks which have previously competed/raced in the FIA truck racing championship, in the last two years cannot race in class 2 even if they comply with the class 2 regulations. The final decision as to which class a truck can be entered is the decision of the Championship Organiser and the Eligibility Scrutineer in consultation with the Promoter.

5.4.4 DEFINITIONS:

Race truck must be derived from two-axle road tractor units with a minimum production of 50 units of this type (Cabin & Chassis) during any 12-month period, duly certified by an official documentation from manufacturer.

The general shape of the tractor must correspond to the shape of a road-going tractor homologated for the transportation of merchandise, with a minimum Gross Vehicle Weight of 18 tonnes.

The engine must be derived from a unit fitted to a road-going tractor.

The following mechanical components must be from a road-going tractor unit homologated for the transportation of merchandise: - Gearbox - Front and rear axles - Steering box - Components of the braking system.

The front axle assembly cannot be driven.

The axles which must be solid beam construction must be from road-going tractors homologated for the transportation of merchandise with a minimum axle load of 6.7 tonnes for the front and 11.5 tonnes for the rear. The definitions given in FIA Article 251 Appendix J of the 2025 FIA and shall apply to these regulations, which shall take precedence over the Terminology section of the Motorsport UK Regulations, as published in the current NCRs. Nevertheless, NCR Ch.1 App.1 shall apply in all instances where it covers a topic not covered by FIA Article 251 Appendix J of the FIA regulations.

- 5.4.5 Pattern Parts: Unless specifically prohibited by these regulations it is permitted to use “pattern parts” as direct replacement of manufacturer’s parts, provided such parts are commercially available as direct replacements and of the same design as the vehicle manufacturer’s parts.

5.4.6 REPAIRS:

Repair of components may be affected using accepted repair methods such as welding, and any repair must be fit for purpose. Competitors attention is drawn to the limitations of such action, the addition of gussets, additional welding or material, the change of shape, design, material, surface finish or removal of material constitute a “modification”.

- 5.4.7 Standard Specification: Any reference to standard specification and/or parts and/or materials in these regulations shall be interpreted as a reference to the manufacturer’s listed standard item(s) only as set down in the appropriate type approval. It shall not include manufacturer’s options.

5.4.8 AERODYNAMIC EFFECT:

No mechanical part must be designed to generate an aerodynamic effect.

5.4.9 CLOSE LOOP CONTROL SYSTEMS:

Apart from the engine management systems, close loop control systems are prohibited.

5.4.10 FRONT WHEEL SPEED SENSORS:

The fitting of any form of wheel speed sensor on the front axle, front suspension or front wheel assembly is not

permitted.

5.5 CHASSIS:

5.5.1 CHASSIS MODIFICATIONS PERMITTED:

- 5.5.1.1 It is permitted to locally modify the chassis frame in order to comply with the safety requirements specified within these regulations, in order to fit authorised reinforcements described in section 5.5.1.2. With the exception of the front and rear guards, (section 5.3.5.) all modifications must remain between the chassis rails and between the front of the complete front wheels and the rear of the complete rear wheels.

Engine and transmission supports must be fixed directly to the chassis rails or to a transversal reinforcement that must be fixed within the chassis rails and retain the original principle. The exception to this regulation, is if the engine supports comply with regulation 5.7.1.1. then the supports could be fixed to the subframe but the installation must be approved by the eligibility scrutineer. The chassis frame must be made of a ferrous material and must consist of two chassis rails in which have a "U" shape section.

It is not permitted to weld anything whatsoever to these members, and they may only be pierced so that various parts, as well as reinforcements and supports described in 5.5.1.2. may be affixed.

5.5.1.2 Local Reinforcements of the Main Members:

The two chassis rails may be reinforced locally with reinforcements of the same type (material & section shape) positioned inside the "U" shape. The total combined length of these must not be more than 1,000mm per main member. These reinforcements may be joined together by transversal members with a constant section that must always be less than those of the main members measured at the location of the reinforcement.

Transversal reinforcement:

Any transversal link crossing a plane parallel to the vehicle's centre line linking both main chassis rails by means of welding, screwing, riveting and/or bonding.

Transversal members:

Chassis rails may be joined together by transversal members with a constant section the dimensions of which must not exceed the height of the main members measured at the location of the reinforcement.

The fixing plate to which the additional reinforcement is attached must be square in shape and must not exceed the height of the chassis rail at the fixing point. The fixing nuts must be bolted directly to the cross member.

A maximum of 16 transverse members may be used, excluding for radiator, engine, and gearbox mountings.

These transversal members will be counted from the front end to the rear end of the chassis.

The fuel tank fixing will be counted as a minimum of 2 transversal members depending on the fixing arrangement.

Engine, transmission and fifth wheel supports will also be counted as a minimum of 1 transversal member each.

No transversal member situated within the wheelbase may protrude beyond the upper surface of the main members of the chassis frame.

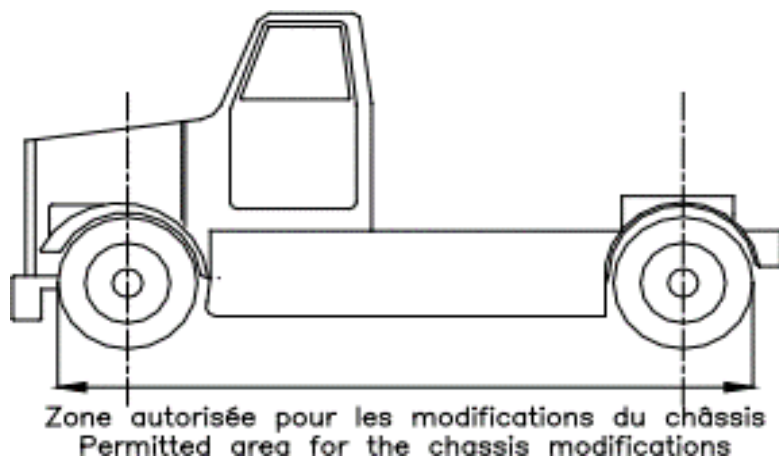
Additional reinforcements:

A maximum of 5 plates per chassis rails may be used to connect the transversal members that join with the longitudinal members.

The length and width of each of the fixing plates of the underframe must not exceed the maximum height of the main chassis rails at any point. Each fixing plate may use a maximum of 6 bolts of a diameter no greater than 14 mm.

It is not permissible to mount either suspension component or side guards to the underframe/sub frame.

The fixation points must be situated between the front of the front wheel and the rear of



the rear wheel. See the drawing:

The longitudinal reinforcements joining the transversal members must be connected to the 5 fixing plates mentioned above.

The number of longitudinal reinforcements when the truck is viewed from the side must not exceed 18.

All these reinforcements must be situated below the chassis rails and must have a maximum circumference of 280 mm. "A" "U" "r" "L" section will be assumed equivalent to a complete rectangle for this measurement.

Each of these plates may not exceed 66,000mm² in size and may use a maximum of 6 bolts of a diameter no greater than 14mm. The two main members may be joined together with steel plates of 8mm maximum thickness fitted on their upper surface. A maximum of 8 bolts are authorised for affixing these plates to the main members. The holes through which these bolts pass through must have a diameter of no more than 6mm and must be situated at least 150mm from one another.

- 5.5.1.3 Additional support for equipment but not suspension components, are authorised. They must be bolted to the chassis rails through no more than 2 plates with a maximum length of 250mm each. The distance between these plates must be greater than 300mm. Additional supports for equipment can be fixed to the sub-frame.

Any water tanks must be securely attached to the chassis and / or sub-frame. Tanks secured to the chassis and / or sub-frame with straps which must have a minimum of two mounting points each with a minimum dimension of 20mm along the length of the tank and 100mm in the circumferential direction. Extra tanks must use mounts direct to the chassis and / or sub-frame or use a commercial spacer mounted to the adjacent tank.

No water tank may be situated between the two main chassis rails between the wheelbases. All fairings must be fixed onto the truck for initial scrutineering and throughout the Event unless approved by the Eligibility Scrutineer.

5.5.1.4 Ballast Attachment Plate:

Ballast is free, but must be securely fastened by means of tools, to the chassis and / or underframe within the wheelbase. Flat plates measuring no more than 500 mm in length, 60 mm wide and 6 mm thick, may be securely fastened and / or welded to the sub-frame with the sole purpose of attaching the ballast.

The number and location of the ballast must be declared to the Championship Eligibility Scrutineer.

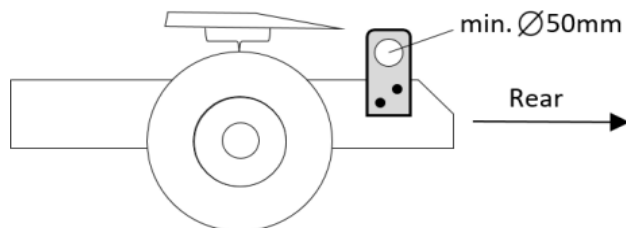
5.5.1.5 Towing:

All vehicles to be fitted with Two (2) front and Two (2) rear towing attachments of strength and size adequate for towing the vehicle on tarmac. The rear towing attachment must be a proprietary type designed for towing an H.G.V. and be attached to the rear chassis cross rail by means of 4 correctly sized and graded bolts. The towing attachments must be painted in a contrasting colour (red, yellow, or orange) for easy identification and be available for immediate use when required. They must not project out beyond the front face of the bumpers. The standard bumper may be modified to enable fitment of towing eyes in such a manner as to not cause a hazard, but for no other purpose. Note the front two towing attachments must be at least 1 meter apart. These towing points must be approved by the Eligibility Scrutineer.

Additional lifting points:

All trucks must be fitted with two additional lifting points fixed at the rear and of on the main chassis rails. The lifting points plate and fastenings must be of sufficient strength to lift the rear of the truck. The lifting plate must be painted red and have a hole of 50mm diameter which must be accessible at all times. Material must be steel

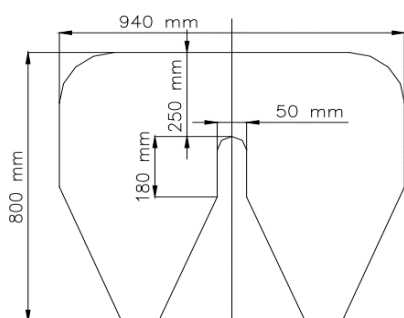
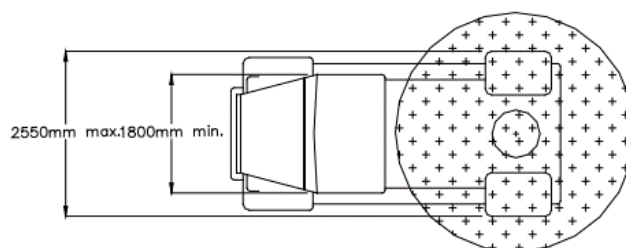
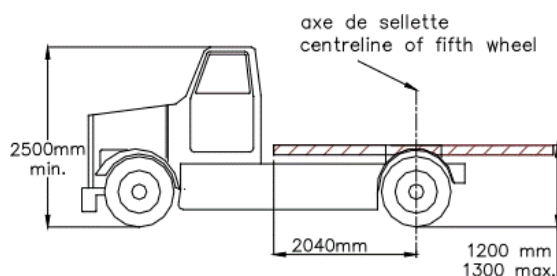
plate at least 6 mm thick.



5.5.1.6 Semi-Coupling (Fifth Wheel See Drawing):

Regardless of manufacturer's specification, the semi-trailer pin coupling (fifth wheel) must be situated forward of the drive axle centreline.

The fifth wheel must comply with the dimensions of the drawings below and have a thickness of 30mm.



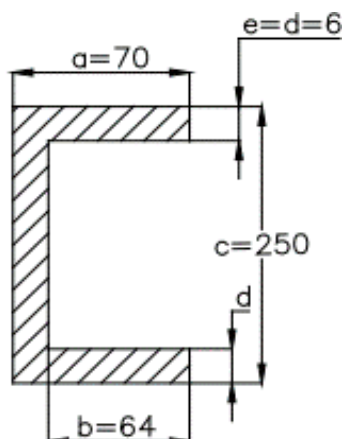
The material is free, but the fifth wheel must have a minimum weight of 5 kg.

The fifth wheel must be situated between 1000mm and 1300mm from the ground at all times and this measurement will be taken with the fifth wheel in the horizontal position. No other part, within a circle of 2040mm radius, the centre being the kingpin axis of the fifth wheel, may be situated above the upper surface of the fifth wheel.

5.5.2 CHASSIS MODIFICATIONS PROHIBITED:

The chassis frame must be exactly to manufacturer's standard specification, excluding semi-trailer coupling (fifth wheel) but the fifth wheel must be mounting in accordance with a standard commercial fifth wheel. Excepting for any obstructions arising from the presence of either the fuel tank and/or any safety cage external bracing members or reinforcements detailed in these regulations.

The chassis frame must consist of two members forming a “U” section of the dimensions shown in the drawing below.



5.5.3 WHEEL TRACK:

The combination of axles, wheels and tyres fitted must not increase the front or rear track by more than 150mm beyond the vehicle manufacturer's standard specification. Wheel spacers are allowed but must not have a larger diameter than the supporting face of the wheel rim. The spacers must be made of a metallic material. Also see regulation 5.12.2.

5.6 BODYWORK:

5.6.1 MODIFICATIONS PERMITTED:

- 5.6.1.1 **General:** it is permitted to make modifications under the general restriction that the appearance of the vehicle bears a close resemblance to the standard vehicle, including radiator grill and other trim. The cab must retain its strength and integrity and the material of the external surfaces including the floor and the doors must be of original cab material. Roof vent for cab ventilation is permitted. Air extractors at the rear of the cab are allowed but they must not project more than 50mm to the rear.

Some modification of the shape of the inner structure of the doors is allowed. The width of the cab must not be less than 1800 mm not including door mirrors. The lowest point of the floor of the cab must be at least 1000 mm above the ground.

Door locks must be kept in the unlocked position while the truck is on the circuit. Door catches must be fully operable from both inside and outside the truck. The inside door opening device must consist of a red marked sling (min. length 200 mm) positioned within easy reach of the driver.

Roof vents/air extractors for cabin ventilation are permitted. The air extractor(s) may not exceed 100 mm² in size.

Any corrosion or lightening of the cab structure or mountings will cause the vehicle to be rejected at scrutineering.

Vehicles with tilt cabs must have an additional device which bridges the normal tilt lock mechanism and will prevent cab tilt in the event of that mechanism disengaging. The weakest part of that device will be either one steel bolt or pin of at least 16mm diameter or two steel bolts or pins of at least 12mm diameter.

No modification of front bodywork may involve a difference of no more than 10cms on every point of front face of original truck in longitudinal axis. When viewed from above no radius may be smaller than 20cms.

5.6.1.2 Interior:

Truck carpet and floor coverings may be removed. Any loose floor coverings must be removed. Dashboards may be deleted or modified as long as this does not cause any modification to the structure of the cab. It is strongly recommended a non-standard wheel of proprietary manufacture be fitted. It is recommended that a soft rim type is used. The driver's seat, and the fitting of a passenger seat are free but must be forward facing and passenger seats may be removed. The driver's seat must support the driver and hold them in position inside the cab. All seats fitted must be rigidly located and must not slide, tilt, hinge, or fold. All joints between any seat and the cab must have at least 4 x 8mm diameter or 6 x 6mm diameter bolts, minimum grade 8.8. It is not permitted to have sliding seat runners operational on any seat. A head restraint must be fitted, capable of restraining a 17kg mass under a rearward acceleration of 5g. Its dimensions must be such that the driver's head is restrained and cannot move past it under rearward acceleration or be trapped between the head restraint and the roll cage. See 5.3.18.

Inside the cabin, the passage of the following elements between the structure of the cabin and the safety cage is prohibited: Electric cables / Lines carrying fluids (except windscreen washer fluid) / Lines of the extinguishing system (if fitted).

- 5.6.1.3 Exterior:** For Exterior Dimensions See Drawing included within 5.5.1.6 Side and top fairings may be fitted, but they must be firmly affixed and made of a rigid material. No fairing may impede access to safety items e.g., fuel and electrical cut-off switches. Top fairings must be available to support the weight of a person walking on them. No fairing may extend forward of the front axle mudguard, or rearward of the end of the chassis rails. No wheel/tyre may be obscured by a side fairing. The maximum height of any fairing must not be more than 100mm above the highest face of the chassis rails behind the cab and must not impede connection of a semi-trailer. Fairings may not extend beyond the un-faired vehicle outline in plan view and all fairings must be fitted at the start of each meeting. This includes front guard fairings and removal will only be allowed due to race damage. Rear axle mudguards may be integral with fairings.

No water tank may be situated between the two main chassis rails between the wheelbases. All fairings must be fixed on the truck for the initial scrutineering and throughout the Event unless approved by the scrutineer.

Only two side deflectors on rear of cab are allowed. They must not extend rearwards more than 80cms from the rear of both cab doors and a return of 10cms per side inwards at the rear of the deflector (in plan view) – maximum height – no more than the top of the cab. Under-body fairings are prohibited.

Mudguards must be fitted to all wheels and present no sharp edges and cover the full width of the tyre around a continuous arc of 120 degrees. This minimum coverage must be achieved with a continuous surface of a rigid material uninterrupted by any gaps, holes, slots, or vents. The mudguards/wing/fairing must extend forward of the relevant axle centreline. The trailing edge of the rear mudguards must be fitted with a mud flap which shall extend at least 4 cm outside both rear tyres and measuring no less than 200 mm from the ground. Standard or optional aerodynamic devices listed by the manufacture may be removed. They may be fitted only if they do not contravene the requirements of these regulations.

Trailer Susie pipes and electrics must be removed.

WIPERS / WASHERS:

Windscreen wipers and washers must be fitted, operational and maintained in working condition at all times.

REAR VIEW MIRRORS:

Two external rear view mirrors with a minimum reflective surface of 100mm x 150mm must be fitted, one on each side of the truck in order to give an efficient view, to the driver, to the rear. The mirrors surface should be on glass. In addition, It is highly recommended that a rear view camera be fitted.

5.6.1.4 Silhouette:

The only modifications permitted are those which do not infringe the above regulations 5.6.1.3.

5.6.1.5 Ground Clearance:

The minimum ground clearance is 190mm at all times throughout competition except for the front and side bodywork fairings which have a minimum ground clearance of 100 mm. The ground clearance of 190mm must be such that the minimum chassis height of 800mm to the top of the chassis rail from the ground is maintained. The side, rear guards and front bumper must respect the 190mm minimum ground clearance, except for the housing of the rear axle where the minimum ground clearance must be 170 mm. The minimum ground clearance is measured with the driver on-board wearing their complete racing apparel.

5.6.2 MODIFICATIONS PROHIBITED:

The only modifications permitted are those detailed in 5.6.1.

5.7 ENGINE:

5.7.1 MODIFICATIONS PERMITTED:

- 5.7.1.1** The engine and its ancillaries may only be modified within the limitations of the following regulations. It is permitted, unless specifically disallowed by these regulations for internal engine components to be substituted by alternative components sourced from the same engine manufacturer.

It is permitted to fix the engine support to the sub-frame but only in the case that the standard mounting points are below the centre of the crankshaft and with the approval of the Eligibility Scrutineer.

5.7.1.2 Camshaft timing and profile may be modified but valve lift must remain as standard.

5.7.2 MODIFICATIONS PROHIBITED:

5.7.2.1 Unless specifically permitted by these regulations the engine and all, ancillaries must be exactly to manufacturer's standard specification. Any mechanical pressure gauges used to monitor fuel delivery pressure must be isolated when the truck is racing.

5.7.2.2 It is not permitted to substitute the engine block and cylinder head castings from those which are the manufacturer's standard for the specified engine.

5.7.3 Engine Location is free, but no part of the engine may be lower than the subframe.

5.7.4 OIL/WATER COOLING:

5.7.4.1 It is prohibited to run either oil or coolant pipes inside the cab.

5.7.4.2 Lubrication oil sumps may be baffled internally, but the standard sump casing can be decreased in height for the sole purpose of lowering the entire engine. Oil coolers may be fitted within the periphery of the bodywork.

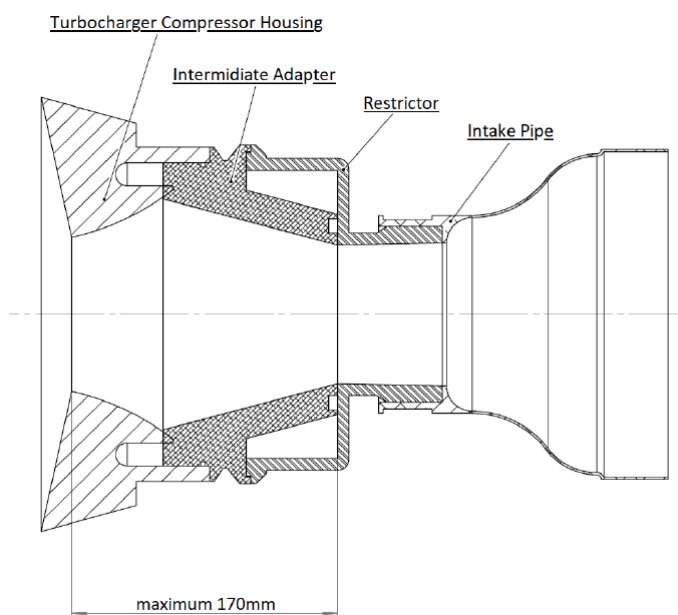
5.7.4.3 Water radiators may be enlarged, replaced by alternative specification items, or supplemented by additional radiators provided all radiators are fitted within the periphery of the bodywork.

Water spraying on the radiators is authorised, but only plain water may be used with no additives.

5.7.5 INDUCTION SYSTEMS:

5.7.5.1 The top three ranking class 1 trucks ahead of each round will be required to fit a success restrictor per 3.19 above.

The restrictor must be fixed to the compressor housing. The restrictor(s) may be mounted incorporating an intermediate adaptor per FIA Drawing 290-33.10.3.



Drawing 290-3.10.3

The maximum distance between the leading edge of the compressor wheel and the bore of the restrictor must not exceed 170 mm.

5.7.5.2 All the air necessary for feeding the engine must pass through this (these) restrictor(s) Air induction system components up to the air restrictor turbocharger or supercharger, may be modified or replaced. No part of the air induction system may project more than 200mm beyond the side or top extremities of the cab.

The total cross-sectional area of the air induction pipes, or ram air collector boxes must not exceed 1000 sq. cm

If the engine air inlet entry is situated where it is subjected to water spray allowed for intercooler, this intake must be isolated from this water spray.

5.7.5.3 It is permitted to change the type of turbocharger(s) provided that the induction system components (i.e., the pipework and fittings between the turbocharger(s) and engine(s) are standard components manufactured by the relevant engine manufacturer. It is permitted to fit only an air to air inter cooler. Water spraying on the inter-cooler is authorised on condition that this water contains no power boosting additives. The waste gate cannot be installed

anywhere else than on the exhaust.

- 5.7.5.4 In the case of an 'in-line' engine, only one turbocharger is permitted. . In all cases the turbocharger may only be a single stage type. Variable geometry systems are prohibited. If a waste gate system is used, this may only be fitted on the exhaust side of the turbocharger.

It is strongly advised that a Chalwyn diesel shutdown valve be fitted to the air inlet system or that the oil feed line to the turbocharger has a shut off valve fitted actuated from both inside and outside the cab to reduce the possibility of engine runaway.

5.7.6 EXHAUST SYSTEMS:

The exhaust components after the turbocharger or exhaust manifolds in the case of supercharged engines are free. The exhaust must terminate within the extremities of the vehicle plan view and between the wheels and within 500mm of the ground inside view.

A protection device must be fitted to the extreme end of all exhaust pipes. This device must be made so that any part with a diameter of more than 40mm will not pass directly out of the exhaust pipe. An example of a suitable protection device is strips of steel sheet. 1.6mm thick by 25mm wide, placed edge on to the exhaust gas flow and welded into the end of the exhaust pipe(s) at less than 40mm spacing. Vehicles using a smoke filter at the end of the exhaust pipe do not need the protection described above. It is permitted to fit a 'waste gate' or 'pop off valve' provided such a component is of proprietary manufacture and cannot be installed anywhere other than in the exhaust system.

The exhaust system must be designed such that excessive smoke is not discharged into the atmosphere. An effective smoke filter will be required to be fitted to the exhaust systems if smoke levels are deemed to be excessive by the officials of the race meeting.

Smoke levels may be measured to EEC standards or equivalent and a Judge of Fact will determine unacceptable levels of smoke.

5.7.7 FUEL DELIVERY SYSTEMS:

The principle of original system must be retained. Components of the injection system which control the quantity of fuel entering the combustion chamber, may be modified or replaced, provided that they do not have any influence over the quantity of air admitted and originate from commercially available parts.

The original fuel system design must be retained as the manufacturer envisaged e.g., Common rail. The maximum engine free run out speed may be changed. Fuel coolers may be fitted within the periphery of the bodywork.

The electronic control unit for the injection is free. The injectors may be modified or replaced in order to modify their flow rate, but without changing their mounting position. The high-pressure fuel pump may be replaced or modified.

Any fuel injection system using a fuel pump which delivers the maximum amount when the electronic control signal is missing, has to be equipped with a mechanical overpressure relief valve.

- 5.7.8 It is prohibited to run fuel lines inside the cab.

5.8 SUSPENSION:

5.8.1 MODIFICATIONS PERMITTED:

- 5.8.1.1 Ride Height may be adjusted by the re-setting of manufacturer's specification road springs or air springs to lower the ride height to the minimum manufacturer's specification for the vehicle laden to design weight. In the case of multi-leaf steel springs this may be achieved by the removal of one or more leaf from the unit.
- 5.8.1.2 Shock Absorber units may be of any proprietary make and type, provided that their number, their type, and their working principle remain unchanged. The attachment points are free. Rocker arms are forbidden in this kinematic connection of the shock absorber between suspension and no suspended part. Shock absorbers which can be adjusted when the truck is on the move are forbidden. Class 2 trucks must also comply with regulation 5.4.3.1.
- 5.8.1.3 Anti-Roll Bars may be added to the vehicle or standard items modified, as long as they perform no function except for the control of relative lateral roll between axles and chassis They must not affect axle location, geometry in any way or be capable of being adjusted whilst the vehicle is in motion.

5.8.1.4 Caster Angle adjusting wedges may be fitted to any axle but must be securely located by either being welded to the axle spring pad or for it to be impossible for such wedges to be removed without first removing at least two axle/spring clamping bolts. To enable the adjustment of caster it is allowed to modify the front axle (respecting safety) but without cutting, without welding, without removing or adding material. Class 2 trucks must also comply with regulation.5.4.3.2.

5.8.1.5 Axles (both driven and steering) may be replaced by any suitable alternative but must be rated by the relevant axle manufacturer as having an on-road weight rating equal to, or greater than, the vehicle's original axles. They must be fixed to the recipient vehicle's attachment points only. The front axle assembly cannot be driven. The axles must be from road-going tractors homologated for the transportation of merchandise with a minimum axle load of 6.7 tonnes for the front and 11.5 tonnes for the rear. These axles must come from an axle manufacturer with a minimum production of 300 units per year.

5.8.1.6 In addition to the leaf springs, the rear axle may have only one torque reaction arm locating on a single position on the chassis. Air suspensions will only be allowed after written clearance has been obtained from the eligibility scrutineer.

5.8.2 MODIFICATIONS:

5.8.2.1 Camber Angle. Class 1, "Up to" three degrees (3) of negative camber per wheel is allowed, with a tolerance of 15 minutes. For Class 2, zero camber with a tolerance of 15 minutes.

It is mandatory that NEW steering rod ends and steering assembly bolts be fitted prior to the start of the 2025 season. These will be inspected by the eligibility scrutineer at the first Event and also throughout the season to ensure that they are fit for purpose.

5.8.2.2 Caster Angle. For Class 1 the maximum front axle caster angle allowed is 30 degrees and Class 2 the maximum front axle caster angle allowed is 20 degrees.

5.8.2.3 Non-Ferrous Components may be used for bearing bushes, but it is forbidden for suspension components which have any axle locating function to be made of non-ferrous material even if these are manufacturer's standard specification.

5.8.2.4 With the exception of the permitted modifications listed, it is forbidden to add any components to the suspension or to relocate/realign standard components such as spring shackles. This prohibition includes auxiliary spring devices, auxiliary axle location devices and any device which allows alteration of chassis ride height when the truck is in motion. Adjustments are allowed only by mechanics with the use of tools when the truck is stationary, subject to 5.8.1.5

The suspension mounting point on the main chassis rails is free, but no part of the spring mounting may be more than 120mm above the top surface of the chassis rail. Rocker arms are forbidden, as is the mounting of the any part of the Suspensions on to the trucks sub-frame.

5.8.3 WHEELBASE / TRACK:

Wheelbase must be within the manufacturer's specification for the vehicle in question. Wheel track must not be increased by more than 150mm over and above that specified by the vehicle manufacturer.

5.9 TRANSMISSIONS:

5.9.1 MODIFICATIONS PERMITTED:

The clutch is free but must be of the friction type. Activation of the clutch must only be initiated by the driver pushing their foot down on the clutch pedal.

The gearbox must have been produced in a minimum quantity of 300 units per year. Internal components cannot be physically modified. It must only be possible to activate the 3 or 4 main gears by means of a mechanical lever without exerting any power other than that of the driver.

5.9.1.1 Differentials must be 100% locked and the locking of the differential can only be carried out by the use of tools acting directly on the differential when the vehicle is stationary. Any mechanism that remotely activates or de-activates the locking of the differential is prohibited. The use of any type of limited differential is prohibited.

5.9.1.2 Transmission & Drive Ratios may be changed provided they are from the original gearbox manufacture and can be fitted without modification to gears or box.

5.9.2 MODIFICATIONS PROHIBITED:

5.9.2.1 The fitment of automatic gearboxes of any type is not allowed.

- 5.9.2.2 The distance from the rear of the engine to the front of the gearbox must not be altered from that specified with the original gearbox.
- 5.9.2.3 Fluid couplings between engine and gearbox are not allowed regardless of the manufacturer's specification.
- 5.9.2.4 Any form of traction control is prohibited.

5.10 ELECTRICS:

5.10.1 LIGHTING:

All front facing lights fitted, excepting sidelights, must be functional at all times and must not be obscured.

No lights other than normal legal lighting may be lit when the vehicle is on circuit, excepting obligatory requirements. All forward facing lamps of more than 32 sq.cm surface area must be adequately protected and secured in case of glass breakage.

Four (4) warning red light + four (4) braking lights are mandatory.

Two (2) red warning / braking lights must be fixed as high possible on the centreline of the cab.

Two (2) red warning / braking lights must be fixed at the right and left of the rear of the chassis.

The warning lights must be switched on while the truck is on the track.

The warning red light / braking light must have an area of between 60cm² and 100cm².

The power of the braking lights must be at least 90 lumens. An LED unit may also be used provided it is from a commercial vehicle and the number of LED's must be from 25 to 100 with a minimum diameter of 8mm each.

- 5.10.1.1 One (1) flashing rain light is mandatory.

The rain light must be fixed at the rear and at the centreline of the chassis.

Rain light dimension see, (FIA TL n°19).

- 5.10.1.2 All lights must be visible from a position 3 metres to the rear of the truck and 2 metres vertically and secured in case of glass breakage.

5.10.1.3 REARWARD FACING RED WARNING LIGHT:

At least 20 watts (maximum 30 watts) must be mounted on the rear panel of the vehicle cab as high as possible and on the vehicle centreline without interfering with the judicial camera. It must be switched on for the duration of all practice sessions and races. The lit area of this lamp must be between 60cm² and 100cm².

An L.E.D. unit may be used providing it is from a commercial vehicle, with the number of L.E.D.'s between 25 and 100 with a minimum diameter of 8 mm. per L.E.D. In addition to the standard system, it is compulsory to install 2 brake lights (in working order during the race) on the back of the cab, at the height of the red warning light mentioned above.

5.10.2 BATTERIES:

Batteries must be capable of starting the engine without any exterior assistance such as 'boost' batteries. Batteries must not be positioned within the cab. They must be securely fastened, each battery to be held down by at least two steel bolts of 10mm minimum diameter. Batteries should not be visible from outside the vehicle and terminals must be covered by a suitable material to prevent terminals shorting to chassis or one another.

5.10.3 GENERATORS / ALTERNATORS:

These must be fitted and remain in circuit at all times, providing an electrical charge to the vehicles' electrical system.

5.10.4 AUDIBLE REVERSE WARNING:

Vehicles must be fitted with an audible warning that sounds when reverse gear is selected.

5.11 BRAKES:

5.11.1 BRAKING SAFETY SYSTEM:

Double circuit operated by the same pedal: The pedal must normally control all the wheels. In case of leakage anywhere in the brake system piping or any kind of failure of the brake transmission system, the pedal must still control at least two wheels.

All trucks must have a “four circuit” protection valve that isolates the two braking circuits from one another and from other pneumatic circuits.

The only type of braking system allowed will be that using only conventional pneumatic and/or spring actuation only without any other assistance of any other form.

A pressure safety switch set at minimum 6 bar is required in order to indicate insufficient brake pressure in either of the two brake air circuits (circuit 1 or 2) warning the driver by activating a red warning light. The warning light must be accepted by the Eligibility Scrutineer.

The competitor must be able to demonstrate that the two separate brake circuits and the warning light are fully functional.

Brake air reservoirs fixation / protection

It is necessary to offer maximum protection to the air reservoirs. The fixing options are therefore defined as follow:

- Option 1-** Brake air reservoirs must be securely mounted between the inner faces of the main chassis rails
- Option 2 -** If option 1 is not possible due to space availability, the brake air reservoirs must be outside and attached to the main chassis side members or to the subframe. The rear system reservoir should be attached to one side of the chassis and the front reservoir to the opposite side of the chassis. In Option 2, the reservoirs must be mounted each side of the frame and within a maximum distance of 1300 mm to the rear of the front wheel axle. This will offer additional protection from the cab area.
- Option 3** In exceptional circumstances and when it is not possible to apply options 1 or 2, additional protection of the reservoirs must be taken in the form of new protective bars attached to the sub frame of sufficient strength to protect the reservoirs and pipework from side impact.

The entire brake air system must be well secured and protected against any impact. The Eligibility Scrutineer must approve all the brake air system.

A test point must be fitted to the main air tank so as to allow compressed air to be fed into the vehicles system in the event of the air compressor not working. This test point must be a standard coupling M22X1.5 or M16x1.5 to allow the recovery truck to plug into the trucks air system. This Test point must be clearly marked TEST POINT and visible on the exterior of the truck.

NOTE: - ALL air tanks must be clearly marked AIR in capital letters in a colour that contrasts with the tank.

5.11.2 MODIFICATIONS PERMITTED:

There are no restrictions other than as set out in 5.11.3. Brake cooling is permitted using ducted air or water. Cooling ducts must comply with the bodywork regulations 5.6. Brake air reservoirs may be repositioned to allow the fitment of safety devices and/or fuel tank. An effective parking brake system must be fitted which is held on by mechanical energy. The parking brake must be operable by the driver sitting normally with safety belts fastened. The use of disc brakes is allowed provided that the said axle was fitted with disc brakes as original equipment.

5.11.3 MODIFICATIONS PROHIBITED:

The use of any brake system components which are not of proprietary manufacture is prohibited and they must not undergo any modification except for additional air adapters. It is forbidden for the vehicle's air system pressure to exceed 12.0 bar. Any air tanks must be securely attached to the chassis and / or sub-frame and must be approved as being equal to or greater than the working pressure of the system. The primary braking of the vehicle must solely be driven by the foot of the driver, electronic assistance is forbidden. Anti-lock braking systems (e.g. ABS) are forbidden. Close loop-controlled water cooling of the brakes are prohibited.

5.12 WHEELS/STEERING:

5.12.1 PERMITTED OPTIONS:

Steering wheels are free within the limitations imposed by the following regulations and regulation 5.3.14. Driver's steering wheel may be of any proprietary manufacture, a soft rim type is strongly recommended, the fitment of a removable type steering wheel is mandatory.

5.12.2 PROHIBITED OPTIONS ROAD WHEELS:

Prohibited Options Road wheels - no part of any wheel rim or tyre fitted to a steering axle may project outward past the plane of the wheel nut/wheel rim interface. Thus, it must be possible to fit two front rims to a rear hub in a twin wheel configuration. The use of non-proprietary manufacture wheels is prohibited as is the modification of proprietary manufacture wheels. No part of the wheel rim or tyre must foul any part of the vehicle under extremes

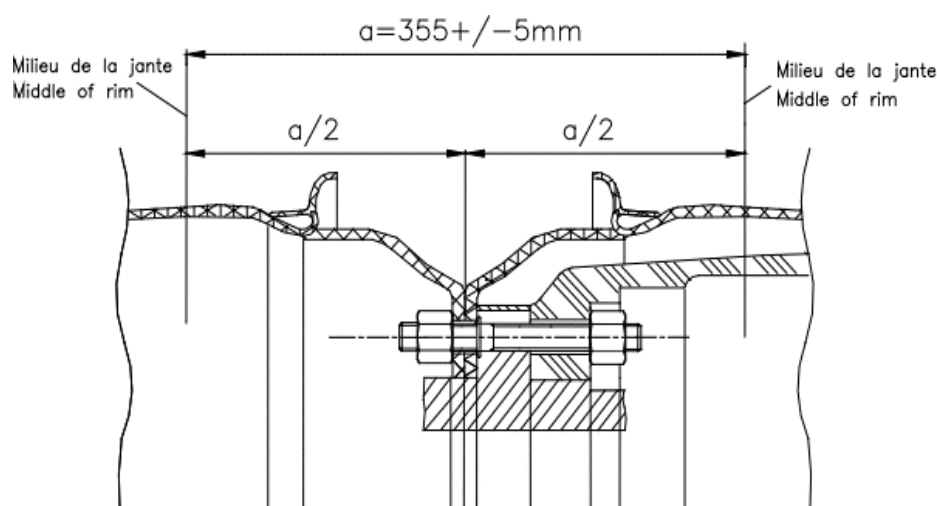
of steering or suspension movement. The wheels on the front axle must be fitted with recessed type wheel nuts and must have a minimum head thickness of 11mm and a minimum diameter of 50mm. Chamfers are requested to avoid sharp edges. Wheel nuts and studs must match the wheel rims being used, to ensure adequate fixing strength. The use of any spacers or adapters between the road wheels and the hub / drum is allowed, these spacers must not have a diameter larger than the supporting face of the rim and must be made of a metallic material. The installation of said spacers must be approved by the Eligibility Scrutineer.

5.12.3 CONSTRUCTION AND MATERIALS:

All the complete wheels of a truck must be standard production parts, unmodified and interchangeable, (i.e., a rear wheel may be mounted on a front hub with no special tools or accessories). Thus, it must be possible to fit two front wheels to a rear hub in twin wheel configuration. The use of split rim road wheels is prohibited. Outer wheels on twin wheel installations must be of metallic steel construction or approved Forger Aluminium. There is no restriction in respect of wheel material for the remaining road wheels. The use of forged aluminium wheels will be allowed on the outer rear wheels for trucks, but these must be manufactured by either ALCOA, X-LITE or BPW. A further list may be circulated via a Championship Bulletin if alternative suppliers are approved however this may be altered on grounds of safety by the Eligibility Scrutineer and another Championship Bulletin issued accordingly.

5.12.4 DIMENSIONS:

Wheel rims must be of a size to allow the fitment of Giti 315-70-22.5 tyres correctly; wheel rim width is limited to a maximum of 230mm.



5.12.5 On rear twin wheels, the measurement 'a' must be respected in the drawing below.

5.13 TYRES:

- 5.13.1 The only tyres allowed for use in the BTRC are those manufactured by "Giti Tire" and distributed by Truck Sport UK as detailed in 6.6.
- 5.13.2 Any externally applied chemical compounds which may affect tyre grip are forbidden.
- 5.13.3 In the event of a tyre being punctured during a race or qualifying, the officials of the Event, 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.
- 5.13.4 All tyres must have a tread depth of at least 1.4 mm for the duration of the Event.
- 5.13.7 Re-cut tyres are not permitted, and cross cutting of treads is not allowed.
- 5.13.8 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 5.13.9 Sensors for measuring tyre pressure when the truck is in motion are allowed.
- 5.13.10 The inside of the tyre (the space includes between the rim and the inside of the tyre) may only be filled with air of atmospheric composition.

5.14 WEIGHTS:

- 5.14.1 The weight of the truck is with the driver, wearing their complete racing apparel, at all times during the Event. The minimum allowed weight for Race Trucks is defined as follows:
- 5300 kg of which a minimum of 3150 kg must be measured at the front wheels, inclusive of the driver in full racing kit.
- The maximum weight of any truck in competition must not exceed 6500 kg.
- 5.14.2 If ballast weight has to be added to comply with the minimum weight, then it must be bolted to the chassis in such a way that it can be sealed by the scrutineers and does not present a safety hazard. Also see 5.5.1.4.

5.15 FUEL TANK/FUEL:

- 5.15.1 Fuel tanks are free in respect of capacity, design, and material. They must be fully proofed against accidental fuel spillage or leakage from fillers and vents. Filler caps must have a positive closure action and it is recommended that these be sealed prior to racing. It is recommended to fit FIA / FT3 safety fuel tanks as described in Article 14 of Appendix J to the International Sporting Code.
- 5.15.2 The fuel tanks must be protected to prevent contact with the propeller shaft in case of failure.
- 5.15.3 The complete tank must be mounted between the internal faces of the chassis rails (or their vertical projection), in front of the centreline of the rear of the rear wheels but behind the cab. The fuel tank must be fixed to two chassis cross members. The fuel tank can have no other function than that of containing fuel.
- 5.15.4 The term "FUEL" shall include all substances fed into the combustion chambers of the engine, excepting only atmospheric air and water vapour contained naturally therein. The use of commercially available diesel a single source fuel is obligatory mandatory, failure to use the specified fuel is an offence in accordance with NCR Ch.8 App.2. that is to say motor fuel produced by an oil company for use in diesel engines.

The only authorised fuels are is: HVO100 (Product Info sheet "JET Renewable Diesel March 2023)

HVO100 is a HVO (Hydrotreated Vegetable Oil) biofuel complying with the EN 15940 produced and distributed by Silvey Fleet and BWOC limited. Silvey Fleet is a trading style of Thomas Silvey Limited. Silvey Fleet/BWOC will be at each Event to distribute this fuel from a delivery tanker. Each Competitor will be entitled up to 300 litres per Event for use in their competition vehicle only, free of charge. Additional fuel may be purchased at market price. The Organisers reserve the right to withdraw the free fuel at a subsequent Event if a Entrant / Competitor is witnessed using supplied fuel for other purposes.

The Entrant is responsible for ensuring that their team has an appropriate container for fuel to be decanted into and for the safe transportation/storage within the paddock. The distributor reserves the right to refused to supply fuel where, in their sole opinion, the container is not suitable for the purpose.

The Championship Organisers reserve the right to authorise fuel samples to be taken. These fuel samples will be taken in accordance with the procedures set out in NCR Ch.8 App.2 Art1 - Art.. These samples may be analysed and compared with the specified control fuel by qualified personnel using specialised testing equipment provided at the venue.

It is the responsibility of the Entrant / Competitor to ensure that tanks, filters, and supply pipes are clear of other fuels prior to each Event. Contamination could result in the failure of a comparison test.

In accordance with NCR Ch.2 App.8, if the fuel is deemed ineligible, the vehicle will be disqualified from the Event.

OXIDANT:

- 5.15.5 Only air of atmospheric composition may be mixed with the fuel as an oxidant.
- 5.15.6 Any chemical additive, which increases the power, is forbidden.

5.16 SILENCING:

Organisers may at their discretion, carry out noise tests in compliance with the procedures detailed in the NCR Ch.7 App.8 Art.3. Any competitor whose vehicle is adjudged to produce excessive noise will be required to execute such measures as may be required to reduce noise pollution to an acceptable level, as defined by the meeting organisers.

5.17 NUMBERS/DECALS:

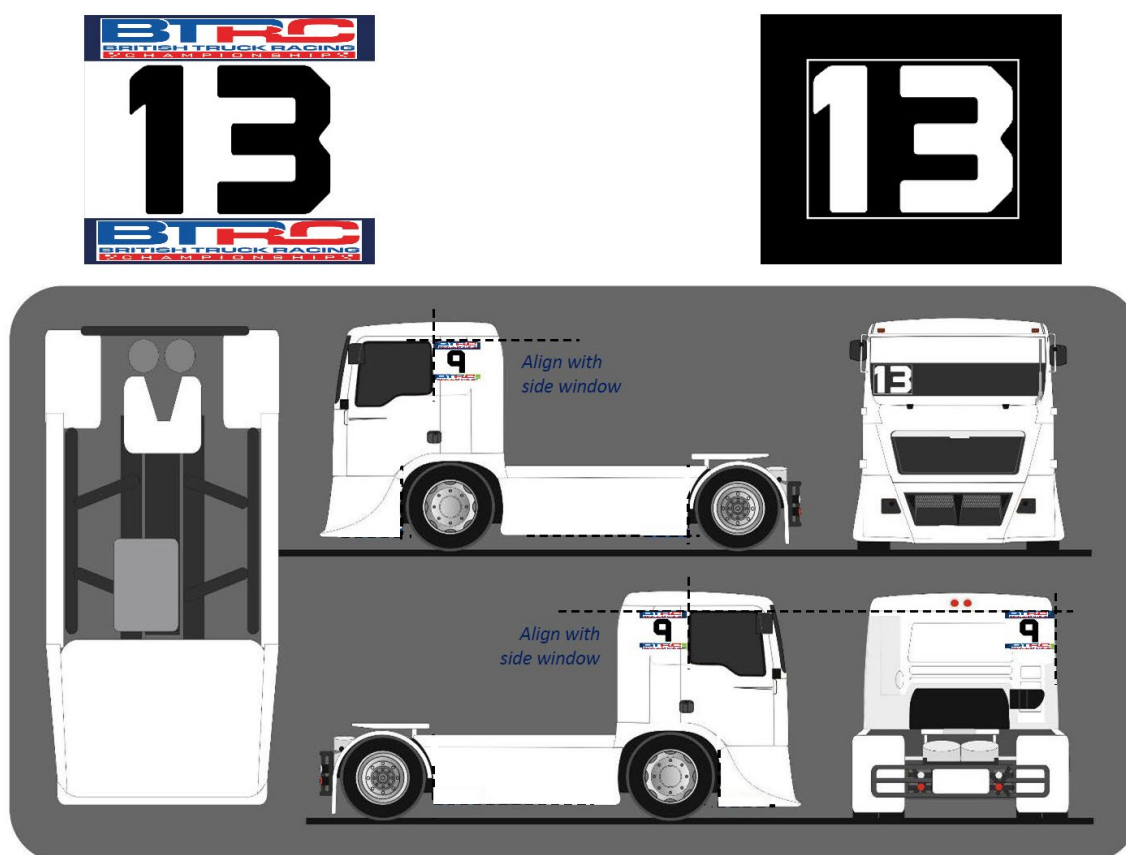
- 5.17.1 Championship decals must be displayed in accordance with Motorsport UK Regulations. Championship decals may be supplied by the championship Promoters and/or Organisers and in which case the Competitor must make available two clearly visible areas measuring a minimum of 600mm x 450mm for these decals on each side of the race truck.

Space is to be available on each side of the cab for fitment of the one (1) BARC and one (1) BTRC decals, which must be displayed and clearly visible.

- 5.17.2 Trucks in Class 1 will display black numbers on a white background, if on a white truck a background of at least 45cm wide and 40cm high must be delineated by a continuous black line. Numbers displayed on the windscreen must be in reflective yellow on the opposite side to the driver.

Trucks in Class 2 will display black numbers on an orange background, if on a orange truck a background of at least 45cm wide and 40cm high must be delineated by a continuous black line. Numbers displayed on the windscreen must be in reflective orange on the opposite side to the driver.

The minimum height of numbers must be 23cm, with a 4cm wide stroke.



5.18 MAXIMUM ROAD SPEED:

- 5.18.1 All vehicles, regardless of class, must be equipped with an Organisers approved speed measuring / recording / limiting device. It is the competitor's responsibility to ensure that the speed-measuring device is fully operational throughout the Event and correctly calibrated. In either case the device must be installed and operated in accordance with the device manufacturer's instructions. The maximum permitted speed is 160 kph.
- 5.18.2 Competitors whose vehicles have been shown by any of the above detailed devices to have exceeded this maximum speed shall be subject to penalties included within Regulation 4.3.1.
- 5.18.3 The Championship and Race Organisers, at their discretion may supplement or substitute equipment or carry out any other measures as they deem to be suitable to carry out checks to confirm that competing vehicles are not exceeding the stated maximum speed.
- 5.18.4 Each vehicle must have a working device capable of showing the current vehicle speed and clearly visible to the driver when seated and strapped in.

5.19 SMOKE:

For environmental reasons and not least for the visual spectacle of championship Events, it is the goal of the Organisers to totally eradicate the emission of black smoke, and reckoned to be caused by inadequate maintenance and poor set-up. Therefore, any truck adjudged to be emitting any visible smoke at any time during an Event will be shown the black & orange flag, by decision of the Clerk of the Course alone. If a driver is stopped for smoke, they shall be subject to penalties set down within 4.3.3.

6. APPENDICES

The following Commercial Regulations are “contractual” between the Entrant and / or Competitor and the Organisers and / or Promoters and are not considered by Motorsport UK. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the Motorsport UK / MSC.

6.1 RACE ORGANISING CLUB:

BARC, Thruxton Circuit, Andover, Hampshire. SP11 8PN

Tel: 01264 882200

Fax: 01264 882233

E-mail: competitions@barc.net

6.2 CONTACTS:

Championship Manager / Co-ordinator:

Name: Gordon Snell

Tel: 07781 120703

Email: gordon@btrc.co

Promoter Contact:

Name: Steve Thomas

Tel: 07831 412 044

Email: Steve.Thomas@thomassgroup.com

Eligibility Scrutineer:

Name: Terry Cox

Mob: 079419 121330

Email: terry.cox2@sky.com

6.3 COMMERCIAL UNDERTAKINGS:

Our sport can only continue to grow with the ongoing support of sponsors, and they are becoming more diligent on the associated activities they support which may bring their brand into the media for the wrong reasons. With increased media coverage comes a requirement for a more professional approach to the Championship from competitors and teams, therefore the Organiser will be paying more attention to the following areas and the Championship Manager will not hesitate to issue penalties if deemed appropriate.

6.3.1 PADDOCK LAYOUT:

It is a condition of acceptance / registration into this Championship that Competitors and teams observe the requirements of the Organisers/Championship Manager in respect of the planning / layout of the Event paddocks. Layouts and vehicle position will take into account presenting a professional approach for media opportunities, such as support vehicles facing the same direction.

A nominated member of the Organisers and/or Championship Manager will take responsibility for the co-ordination of paddock layouts and should that person require a team or teams to move or re-align themselves to lay out the paddock in a certain way, then that team or teams will comply.

Failure to comply with such requests will result in the Organisers levying a penalty as permitted under 6.4 below.

6.3.2 ANTI-SOCIAL BEHAVIOUR:

All competitors must note that there is a requirement for everyone that is staying in the paddock overnight to respect the right to the “quiet enjoyment” of others. Therefore, no competitor or associated person shall cause nuisance by means of their unreasonable behaviour whilst in or around the paddock at any time of the day or night. This includes the playing of music and the use of generators after 11:00 pm at night. Any competitor found in breach of these requirements shall be subject to penalties as permitted under 6.4 below, and / or removal from the premises of the venue.

The Organiser /Championship Manager will take action against any anti-social behaviour involving but not limited to; abusive or inappropriate language, threats of or actual physical assault, at any time which brings the sport into disrepute. Any penalties levied by the Organisers under 6.4 below will also include referral to the Clerk, Event

Stewards or Championship Stewards as appropriate for further action. The Organisers also reserve the right to issue penalties where the Clerk, Event Stewards or Championship Stewards have penalised a competitor for such behaviour. Any such incidents will also be reported to Motorsport UK under the Race with Respect code.

6.3.3 TELEVISION:

By entering the Championship all manufacturers, constructor, competitors, entrants, and teams must assist the BTRC, BARC and the nominated Broadcast Company in every way in order to promote the Championship.

All manufacturers, constructor, competitors, entrants, and teams must assist the nominated Broadcast Company in the filming and production of Championship Events and activities when requested by the Broadcast Company, the Organiser or the Championship Manager.

Any competitor and/or anyone connected with a competitor or manufacturer/constructor is prohibited from trying to influence the editorial decisions of the Broadcast Company in connection with the Championship as it is shown the relevant media or of otherwise interfering with the media coverage.

All footage obtained and/or recorded by the nominated Broadcast Company of the Championship belongs exclusively to the Organisers in perpetuity and all manufacturers/constructors, competitors, entrants and teams and their associates consent to their images being used by the Organisers and Promoters (and those authorised by it) for promoting the Championship and/or merchandise associated with the Championship.

Team Filming / Footage

Teams may request permission to film at the Events. The request must include details of the nature of the content, it's intended use (such as, but not limited, to 'behind the scenes'), what and where it is to be filmed and where it will be published. If the Organisers, at their sole discretion feel that this will be in the best interest of the Championship they can grant permission.

Media Accreditation, via the team, must also be applied for from the Championship Manager, stating the intention of the person or crew to film video footage, not stills photography. If approved final accreditation for each Event must be applied for by the filming team, directly through each circuit. This includes the requirement to sign on with the circuit at each Event.

They will issue you with a bib, which **MUST BE WORN WHEN FILMING** or the camera operator will be ejected from the circuit.

No filming is permitted in the pit-lane, the grid, Parc-ferme, assembly or technical areas.

Film crews must remain cognisant of the nominated Broadcast Company's crews, who have priority at all times.

Film crews may film the podium but only from behind the nominated Broadcast Company's crew and not obscure or hinder the nominated Broadcast Company's filming of the podium.

A positive image of the BTRC and its competitors, sponsors and officials must be portrayed at all times. The Organisers reserve the right to immediately withdraw any permission granted, should they deem it preferable and/or necessary to do so.

Any filming or material obtained that goes outside these guidelines will result in the immediate withdrawal of any further permissions to the team for the rest of the season.

6.3.4 ALL MEDIA FORMATS:

All Entrants/Competitors and their teams must promote the Championship in the best light through all forms of the media but particularly website and social media forums. Any Entrant/Competitor who might be considered by the Organisers to have brought the Championship into disrepute or to have made derogatory comments about a fellow competitor or their associated team may be called before the Championship Stewards.

For the avoidance of doubt, this includes (but is not limited to) the use or publication or broadcast of derogatory, defamatory, insulting, unfavourable, unsavoury or disrespectful remarks in any form of media - public or social - whatsoever. At all times the Entrant/Competitor remains wholly responsible and liable for any remarks or statements made or published. Any such incidents will also be reported to Motorsport UK under the Race with Respect code.

6.3.5 OFFICIAL PRESS / MEDIA SESSION:

Registered Championship Entrants/Competitors are expected to make themselves and their truck available for all official press/media sessions as requested by the Organisers and/or Championship Manager.

6.3.6 TEST SESSIONS:

Registered Championship competitors are permitted to participate in all test sessions arranged by the Organisers / Promoters. Competitors are not permitted to take part in any other test session without the prior written permission of the Championship Manager, such request must be submitted a minimum of seven (7) working days in advance of such test. The Championship Manager will then inform, by email, all other competitors of participation in the session(s) and all other competitors are then entitled to take part at their own cost.

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.

Promotional laps undertaken at the request of the Organisers/circuit prior to a meeting are not deemed as a test session.

Competitors wishing to take part in truck race events outside of this Championship must obtain written permission of the Championship Manager a minimum of seven (7) working days in advance of such event.

6.3.7 COMPETITOR & TEAM RESPONSIBILITIES:

The Championship recognises the importance of safe fair racing, in accordance with this it is expected that all competitors, their team members, families and officials;

Respect other participants and their team members

Respect guests, visitors and members of the public

Good clean racing applauding success

Avoiding public criticism of drivers, teams, officials and their decisions

Abiding by the regulations laid down by the Organisers, Motorsport UK and the BARC at all times

Present yourselves, your vehicles and team in a clean, safe and reliable condition

Abide by Race with Respect

If these elements are not followed, the Organisers in conjunction with the Clerk of the Course and the Stewards of the Meeting (or Championship Stewards) may impose penalties.

6.3.7.1 Equipment:

All race trucks and team equipment must arrive at Events in a clean, well maintained, and presentable condition. Entrants, Drivers', and team members equipment, including overalls, must be clean and presentable at all times. Failings may result in exclusion from participation until such time as the item(s) in question are acceptable.

Each competitor is required to display Championship branding as required by the Promoters/Organisers and detailed in a BTRC Bulletin which will be issued a minimum of seven days prior to the first Event. All Championship logos will be provided by the Organisers.

Once a race transporter is unloaded and parked in its allocated space, it may not be moved or the race truck loaded prior to one hour after the final chequered flag without the prior agreement of the Championship Manager.

6.3.7.2 Paddock Arrangements:

All team parking must be in accordance with the official paddock plan which will provide space for the race truck transporter and one support vehicle for equipment. **ALL** other vehicles including caravans and motorhomes must be parked in the alternative parking areas provided for them at the venue. The Championship Manager will endeavour to distribute the BTRC paddock plan at least two days before the Event.

Each Entrant will be entitled to a paddock area of **18m depth by 9m width**. Should additional paddock space be available at a circuit, with the agreement of the Championship Manager, this may be possible on a first come basis, noting any additional team paddock space may be chargeable.

Should the Entrant use any floor covering within their area, it must be of a suitable material and texture to ensure that it does not become a hazard when wet.

During the Event itself no vehicles may obstruct any paddock roadway. Each Entrant/Competitor is responsible for ensuring the roadway adjacent to their awning area is kept clear at all times.

The Entrant is responsible for ensuring all private cars, vans etc associated with their team are parked in allocated areas, which may not be in the truck paddock area. The possession of a BARC paddock pass does not automatically entitle the vehicle to parking within the truck paddock.

The use of pit bikes, buggies, quads etc is restricted to the sole use of transporting team equipment or official team business and are not to be used for recreational purposes.

By registering for the 2025 Championship, you have agreed to abide with the current BARC Standing Regulations, BARC Health & Safety Guidance, BARC Safety Bulletins, BARC Safeguarding Guidelines, BARC Social Media Guidelines, BARC Environmental Guidelines and BARC Anti-Bribery Policy.

Entrants/Competitors are reminded that it is mandatory that an appropriate fall arrester and full body harness is worn when working at height, anyone caught working at height without the appropriate equipment may result in the team being excluded from the Event by the Organisers and reported to the Championship Stewards for the consideration of further sanctions as permitted under 6.4.1.

Entrants/Competitors are responsible for ensuring that any cable or hose crossing a paddock roadway is covered by suitable heavy duty hose/cable protection, failure to do so will result in the loss of the service and possible sanction under 6.4.1.

The Entrant/Competitor is responsible for their team, guests and visitors, any Entrant/Competitor found in breach of these requirements shall be subject to penalties as permitted under 6.4 below.

6.3.7.3 Social Media:

You are reminded that the Entrant/Competitor is responsible for the actions of all of those associated with the entry / team, be they family or friends. You are also responsible for any social media comments / posts made by anyone associated with the team. No comments / posts should be in any way derogatory towards any other competitor, team member, official, sponsor or person otherwise associated with an Event.

6.4 PENALTIES:

6.4.1 Failure to comply with the requirements of any of the above may result in the imposition of any of the following sanctions:

- a) A formal reprimand,
- b) A loss of championship points, even where this may result in a negative position
- c) A fine of up to £5,000, payable to the Organisers,
- d) Disqualification from a meeting
- e) Being banned from taking part in a subsequent meeting or meetings

Anyone who is in receipt of a second reprimand will also be fined a sum of £1,000. Failure to honour a payment will result in the suspension of Licence, (NCR Ch.2 App.1 Art.1.7).

6.4.2 At the Organisers sole discretion a minimum penalty guidance will be published detailing the minimum penalty to be applied for common breaches of the regulations. This document may be updated at any time by the Organisers.

6.5 DRAWINGS:

All applicable drawings for the Championship can be obtained from the Eligibility Scrutineer upon application.

6.6 APPROVED TYRES:

The following tyres are approved for Championship use:

- a) Specific manufacturer that produces a tyre suitable for truck racing are:
 - Giti Truck Racing Tyre Race – Tuned V1
- b) Tyre Ordering – A tyre ordering form will be circulated to Entrants/Competitors approximately two week before the Event, to obtain the discounted rate of £345 + VAT orders must be placed and paid for by the Wednesday prior to the Event

Important information:

- Payments for discounted tyres needs to be cleared BEFORE each Event
- The Promoters are happy to invoice your sponsors directly but the invoice will come to you and it is the responsibility of the Entrant/Competitor to ensure payment is cleared.
- Tyres will be distributed at the Event and a fitting service will be provided.

- Subject to availability, tyres will be available at the circuit at a cost of £395 + VAT and payment will must to be made by card on site.

6.7 APPENDIX – RACE WITH RESPECT:



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK Event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- | | | |
|--------------------|-----------------------|-----------------------|
| • Respect | • Integrity | • Self-Control |
| • Fair play | • Good Manners | |

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through my actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.

Race with Respect code of conduct for Competitors

A socially-minded standard of behaviour is expected from everyone within the motorsport community. We all have a responsibility to follow the values of the Race With Respect Code of Conduct, embodying respect, integrity, fair play, self-control and good manners.

As a competitor I agree to demonstrate **RESPECT** by:

- Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or status.
- Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters
- Never engaging in or tolerating offensive, insulting or abusive language or behaviour.
- Respecting my team mates, competitors from other teams and all other participants.

As a competitor I agree to demonstrate **INTEGRITY** by:

- Always taking part to the best of my ability.
- Behaving responsibly.
- Raising concerns when something isn't right and reporting any incidents of bullying to an Officer of the club or to Motorsport UK.

As a competitor I agree to demonstrate **FAIR PLAY** by:

- Respecting the rules and regulations, decisions and authority of the officials.
- Not cheating.
- Not breaking or bending the rules

As a competitor I agree to demonstrate **SELF CONTROL** by:

- Always speaking to other competitors with respect.
- Always being considerate of others and appreciating that everyone has a different level of skill and talent.
- Taking responsibility for my behaviour and the way I speak to other people.

As a competitor I agree to demonstrate **GOOD MANNERS** by:

- Placing an emphasis on fun and enjoyment, making our sport a friendly and welcoming place to be.
- Celebrating when I win and being gracious when I lose.

In accordance with NCR Ch.1 Art.3.1. Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.

Race with Respect code of conduct for Team Personnel

A socially-minded standard of behaviour is expected from everyone within the motorsport community. We all have a responsibility to follow the values of the Race With Respect Code of Conduct, embodying respect, integrity, fair play, self-control and good manners.

As a member of a motorsport team I agree to demonstrate RESPECT by:

- Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or status.
- Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters.
- Never engaging in or tolerating offensive, insulting or abusive language or behaviour
- Respecting all competitors and teams.

As a member of a motorsport team I agree to demonstrate INTEGRITY by:

- Always behaving with integrity, adhering to the regulations and upholding fairness in the sport.
- Respecting the rules, regulations and authority of the officials and Motorsport UK.
- Behaving responsibly and reporting any concerns I have with an Event Official, Officer of the Club or Motorsport UK.
- Encouraging drivers to take responsibility for their behaviour and performance.
- Always displaying the highest possible standards and being a role model to my drivers and attending personnel.

As a member of a motorsport team I agree to demonstrate FAIR PLAY by:

- Promoting the rules and regulations of motorsport and not encourage cheating.
- Celebrating effort and good racing by all involved.
- Not making or publishing negative comments which may bring individuals, teams or Motorsport UK into disrepute.

As a member of a motorsport team I agree to demonstrate SELF CONTROL by:

- Engaging in Events in a positive, calm and confident manner.
- Not placing undue pressure on young drivers or criticise their performance in a unconstructive, unhelpful or negative way
- Being gracious in victory and defeat.
- Not drinking alcohol or using illegal drugs during practice or competition.

As a member of a motorsport team I agree to demonstrate GOOD MANNERS by:

- Being a positive role model by promoting good behaviour to everyone involved in motorsport.
- Placing the well-being, safety and enjoyment of competitors above everything, including winning.
- Contributing to a welcoming and friendly environment that ensures the safety and welfare of all participants.

In accordance with NCR Ch.1 Art.3.1. Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.

7 APPENDIX – NEW LICENCE HOLDERS:

Details of how to be granted a Race National – Truck licence are included in NCR Ch.6 App. 5 Art.7

A current Race National licence holder upgrading to a Race National – Truck should participate in all pre-event (Friday), practice / testing sessions at a minimum of their first two BTRC events.

A new racer, not holding a Race National licence must comply with the items below:

- Must hold a valid DVLA Category “C” or “CE” (Large Vehicle / HGV) driving licence entitlement (or recognised international equivalent).
- Must have passed a full ARDS test (both written and practical).
- Must provide evidence of having participated for a minimum of four hours track time practice, driving a race truck at a MSUK approved Truck race circuit. (*Confirmation must come from the duty circuit manager*). This must be under the supervision and guidance of a truck race driver with more than 3 years’ experience racing a truck at a National level while also finishing in the top 6 positions of the championship (their most recent experience should be within the previous 5 years).

During the track time practice above a one-hour race truck driving assessment must be carried out by a qualified ARDS instructor and truck competitor meeting the criteria above. During this assessment the driver must demonstrate that they can safely operate the truck at racing speeds and can regularly achieve a lap time within a **110%** of the BTRC lap times achieved in the previous season’s races in.