



S. THOMAS

**Signed & Dated
S. Thomas -31/3/26**

2026 Pickup Truck Racing Championship



Organised by:

The British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

PUBLISHED

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The 2026 Pickup 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 Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2026/R107

Race Status: Interclub

Motorsport UK Championship Grade: C

The organisers reserve the right to issue additional statements in order to clarify items in the rules and regulations in accordance with NCR Ch.3 App.10 Art.4.1(d). All such statements will be issued to all registered drivers by post to the address detailed on the registration form or by delivery by hand or by email.

1.2 OFFICIALS:

1.2.1 Championship Co-ordinator: Steve Thomas

Championship Manager: Steve Thomas

1.2.2 Championship Clerk of the Course: David Cartwright (or Nominated Deputy)

1.2.3 Championship Eligibility Scrutineer: Chris Baker

Deputy Eligibility Scrutineer: Mike Chadwick

1.2.4 Championship Stewards: Brian Hemmings
Robert Lentell
Carol Glenn
Alex Maunders

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 Championship Stewards will constitute a quorum.

. In accordance with NCR Ch.4 App.1 Art.1.2, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under NCR Ch.4 App.1 Art.1.2, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with NCR Ch.2 App.2 Art.1(subject to the rights of appeal provided for in NCR Chapter 2)

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

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

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current members of BARC and
- (b) be registered for the Championship
- (c) be in possession of valid Competition Race Club status Licence, as a minimum
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN’s written consent (FIA ISC Article 2.3.7 applies).

- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

- 1.3.3 All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all rounds times upon the demand of the Officials
- 1.3.4 Competitors must ensure that their Trucks comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 REGISTRATION:

- 1.4.1 All drivers must apply for registration as competitors for the championship by returning the registration application form with the appropriate registration fee to the address shown on the registration form. Applicants will not have the automatic right to be registered for this championship, even if they have previously raced and it is required that, before purchasing a Truck, prior approval is sought from the Pickup Truck Racing Management.

Purchasing a Pickup Racing Truck built by the chassis constructor SHP Engineering Ltd is on the understanding that it will compete in the Pickup Truck Racing championship and by registering for the championship you understand that competing at events outside of the championship may be subject to approval from the Pickup Truck Racing Management.

- 1.4.2 The Registration Fee is £600 made payable to Pickup Truck Racing. The entry fee for each round is **££600**.
- 1.4.3 Registrations will be accepted at the discretion of the Pickup Truck Racing organisers from the 1st January 2026
- 1.4.4 Registration numbers will be the permanent competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the Championship Administrator, and these will be issued strictly upon receipt of a fully completed registration form and the appropriate registration fee.

1.5 CHAMPIONSHIP EVENTS:

- 1.5.1 The Championship is scheduled to be contested over 8 Events as follows:

ROUNDS	DATE	VENUE	CLUB
1,2,3	4/5 April	Brands Hatch*	BARC
4,5,6	16/17 May	Thruxton*	BARC
7,8,9	6/7 June	Brands Hatch Speedfest*	MSVR
10,11,12	20/21 June	Pembrey*	BARC
13,14,15	11/12 July	Snetterton 300*	BARC
16,17,18	8/9 Aug	Donington Park*	BARC
19,20,21	31 Oct 1 Nov	Brands Hatch*	BARC

*Subject to Valid Track Licence

- 1.5.2 In accordance with NCR Ch.3 App.10 Art.4.1 (d) 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 bulletin (see CR 3.5.2).

1.6 SCORING:

- 1.6.1 Points will be awarded to Drivers listed as classified 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 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.6 Art.9.1d. The Clerk of the Course may order that the duration of the second part or re-run of any Race shall be a shorter distance than originally scheduled or may be abandoned altogether.

d. If the first part of the Race was stopped under Ch.12 App.6 Art.9.1.a the duration of the re-run will be determined as the duration of the Race.

e. If the duration is adjusted by the Clerk of the Course the new duration shall be used for the calculation of 75% under Ch.12 App.6 Art.9.1.b and e.

Unless otherwise announced by Bulletin, all Events will be three points scoring races held at each Event. 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 Event.

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 Championship Stewards 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 race awards are to be provided by the promoters .

1.7.2 Awards Per Round: A trophy will be awarded to the competitor who finishes in first, second and third place.

1.7.3 Awards for the Championship:

A trophy will be awarded to each of the competitors who finish first, second and third in the overall championship. Please note: Any trophy winners who do not attend the Pickup Truck Racing presentation prize-giving at the end of the season (date and venue to be announced in the driver's newsletter) may be ineligible for any prize(s) which may have otherwise been presented at this function. Such prizes may be withheld and not re-presented to any other driver.

1.7.4 Bonuses:

The organisers reserve the right to introduce further awards and bonuses at any point before or during the season via the issue of an official bulletin to all registered competitors.

1.7.5 Presentations:

Trophies will be provided for the end of each race at a presentation ceremony. Drivers must attend any presentation for which the organisers have given reasonable notice. All drivers attending presentations must be in full drivers racing suits, correctly fastened. All team members asked to attend presentations must be in full team clothing. Presentations will be approximately 45 minutes after the chequered flag for the relevant race at the designated presentation ceremony on the relevant podium.

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 organisers in good condition within 7 days.

1.7.7 Entertainment Tax Liability:

Not Applicable.

1.8. SPECIFIC CHAMPIONSHIP REGULATIONS:

1.8.1 Competitors may be issued with specific times to park up their race transporters in the Paddock at each Event. Arrival outside the set periods is allowed only with the specific approval of the Championship Co-ordinator. Wherever possible, the championship organisers will provide a paddock layout for the formula. This layout will define designated areas and detail positioning of team facilities within that area. Competitors will be restricted to these details and layouts.

Detailed Health and Safety Guidance Notes will be issued to competitors in advance of the first Event. These must be complied with at all times.

1.8.2 Prior to event practice/qualifying all engines, gearboxes and final drive units will be sealed and the units identified to both the particular chassis they are being used in and the named competitor. This information is required to be entered on the vehicle declaration form with the respective tyre information.

If any Truck is found to have tyre identification numbers altered, or have seals missing, tampered with or the serial numbers are not as denoted on the vehicle declaration form for that event, during post-race scrutineering, the competitor concerned will be disqualified from the results..

The engine must carry two seals, one fitted to the cam top cover and the other positioned at the front of the engine to seal the sump pan to the cylinder block, making it legible to read from the top of the engine bay.

The gearbox must be sealed by linking the gearbox case, as manufactured by Quaife using the drilled split housing holes. The final drive must be sealed by linking two rear cover bolts.

1.8.3 The Championship operates two classes, identified by the engine.

- a) Pro1 is for Pickups using the GM C20XE 2.3 litre and Ford Duratec 2.5 litre engine.
- b) Pro2 is for the Pickups using GM C20XE 2 litre, and the Ford Duratec 2.3 litre engines.

1.8.4 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).

- 1.8.4.1 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 Disqualification from further participation in the championship and referral to Motorsport UK.
- 1.8.4.2 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 Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

2. JUDICIAL PROCEDURES

2.1 ROUNDS:

In accordance with Chapter 2 of the current National Competition Rules and the provisions of these Championship Regulations.

2.2 CHAMPIONSHIP:

In accordance with Chapter 2 of the current National Competition Rules and the provisions of these Championship Regulations.

3. CHAMPIONSHIP RACE EVENTS & RACE PROCEDURES

3.1 ENTRIES:

- 3.1.1 The organisers are responsible for supplying the supplementary regulations to all registered competitors in sufficient time.
- 3.1.2 Grid line ups:
- a) Qualifying part one will be used to determine the grid for race 1 at any event, with the six fastest qualifiers placed on the grid in reverse order and the remainder in the order they qualified in the practice session.
 - b) Qualifying part two will be used to determine the grid for race 2 at any event, with the six fastest qualifiers placed on the grid in reverse order and the remainder in the order they qualified in the practice session.
 - c) Where the race format consists of two heats and a final at any event, the grid for the third race (the final) is determined by the results of Race 2 with the top eight reversed.
 - d) With the exception of championship Event 1, new drivers to the championship will be required to start at the rear of the grid in their first race only.
 - e) Rookie drivers are required to complete a minimum of two races before they have the right to take a position within the grid and only once their times, abilities and race craft are to an acceptable standard. The decision will be made by the Championship Clerk of the Course in consultation with the organiser.
 - f) Wherever possible, gaps created by missing drivers will be filled by re-arrangement of the grid, prior to being released to form up on the grid. Where the Clerk of the Course deems that a gap or gaps on the grid may compromise the safety of the race start, he/they may order that all Trucks assume a balloted grid position by reason of Force Majeure.
 - g) Failure to meet the scheduled timetable for safety and technical scrutineering and/or the non-submission of eligibility, documented paperwork will result in forfeiting his/her allocated grid position. The competitor will be required to start from the rear of the grid.
 - h) In the event that a practice session is cancelled, the grid will be determined by championship order with the six highest championship drivers being placed on the grid in reverse championship order.
- 3.1.3 If a competitor feels that either they or their Truck may be of detriment to the race by taking their allocated grid position, they must report the situation to the Pickup Truck Co-ordinator and the Clerk of the Course. As a result, they can elect to start from the back of the grid, but this is the only place that will be made available to them. No competitor may change places with another competitor to gain a better or lesser grid position.
- 3.1.4 When arranging the grid where penalties have been imposed, the grid will be structured as:
- 1) Grid positions determined by Championship qualifying
 - 2) Missed qualifying / practice
 - 3) Elected to start at the rear of the grid
 - 4) Rookies
 - 5) New drivers joining the championship after round one

Where there is more than one competitor issued with the same penalty, their grid positions will be determined by fastest to slowest qualifying times.

3.2 BRIEFINGS:

- 3.2.1 The organisers will notify competitors of the times and locations for all briefings in the final instructions or via a Bulletin on the day of the Event. Competitors must attend all relevant briefings. Any written briefing is an Official Document.
- 3.2.2 Any driver failing to attend the briefing, unless specifically excused by the Clerk of the Course and/or the Championship Manager will be fined a minimum of £50 and up to the maximum as specified in the NCRs.
- 3.2.3 Championship regulations and specifications are subject to clarification via the official briefing at each event. It is the participants' responsibility to be aware of clarifications so recorded.

3.3 PRACTICE:

- 3.3.1. Each driver must complete a minimum of 3 laps of practice in the Truck to be raced. The Clerk of the Course and/or the Championship Stewards of the Event shall have the right to disqualify any driver whose driving is considered to be unsatisfactory – NCR Ch.12 App.6 Art.3.1.
- 3.3.2. Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session. The decision of the Clerk of the Course shall be final.
- 3.3.3. Practice times set will count towards the starting grid position. These will be determined in accordance with CR3.1.2 and CR3.1.4. Competitors will be notified of their grid position by means of a bulletin posted on the official notice board. The session will be fifteen minutes in duration whenever possible.
- 3.3.4. An untimed practice session may be scheduled for an event, details of which will be advised in the competitor's bulletin.

3.4 QUALIFICATION:

- 3.4.1 The qualifying sessions will be a minimum of 15 minutes in duration.

GRID POSITIONS:

Grid positions will be set as per the below:

Race 1 Fastest times set during qualifying.

Race 2 Second fastest times set during qualifying.

Race 3 Result from Race 2 sets the grid with the top eight reversed, also see below.

For Races 3 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.

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.

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.

- 3.4.2 Any driver that has incurred an infringement in familiarisation or practice, or whose pace is not of the required standard, relating to the grid position they have been allocated, can be moved to the rear of the grid.
- 3.4.3 Only one driver may drive each competing Truck at each Championship round. The driver must compete in the same Truck in the Championship races that was presented at Tech/Scrutineering and that was used for qualifying at that event. The chassis will be identified by the chassis plate and an official sealing tag fitted to the chassis and declared on the Technical Declaration Sheet.
- 3.4.4 Any driver who, for whatever reason was unable to take part in the recognised qualifying sessions will be required to start from the rear of the grid.
- 3.4.5 The organiser reserves the right to add additional qualifying sessions where it assists to promote specific events. Additional qualifying points may be awarded. When this is actioned, instructions will be given prior to the event via an official bulletin and again at the driver team briefing.

3.5 RACES:

- 3.5.1 At each event the time allowed for race distance will be converted into laps and the information declared at the drivers briefing and via the bulletin issued by the secretary of the Event. Should any race distance be reduced, at

the discretion of the Clerk of the Course or the Championship Stewards of the Event, it shall still count as a full points scoring round.

- 3.5.2 The races at each individual round will be 2 heats of maximum 15 minutes each and a Grand Final of maximum 20 minutes.. If for any reason, any race is reduced in distance, then this race will still count as part of the championship, without any adjustment of the other races in respect of equality of laps.

This is done on the basis that every driver will race in each race; therefore, any race reduction is equal for all concerned. The difference being that those who have been designated to start at the rear of the grid because of the results previously gained may have had less time to gain a better overall position.

- 3.5.3 At certain events it may be necessary to implement a different race format to assist in the development of the championship. Should it be required to implement a new format all drivers and teams will be informed in writing prior to the event and/or in detail at the driver/crew meeting at the event.
- 3.5.4 If for any reason a race cannot be run or deemed not to be run, then compensatory points will be awarded to all drivers scheduled in that race. These points will be calculated by taking the total number of points available for the race as per the points system, divided by the number of scheduled starters, all calculated to the nearest five points.
- 3.5.5 Should the organisers find an opportunity to replace the missing race at a later date, the points distributed will still stand and the additional race will be added to the calendar with the points being included in the 2026 championship.
- 3.5.6 The Organisers reserve the right to change the programme outlined in the final instructions according to operational requirements of the Event subject to the approval of the Clerk of the Course, in consultation with the Championship Manager and the Championship Stewards.

3.6 RACE STARTS:

All references to Lead Truck are also applicable to the Lead Car should the Lead Truck not be available.

- 3.6.1 All Trucks must be in the Assembly Area 20 minutes prior to their race, thus allowing Trucks to be positioned in their respective place on the grid. Radio communication to race control must be established. At the point that the Trucks are released to the grid any competitor who is not ready will be required to start from the pit lane.
- 3.6.2 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all Trucks are released to form up on the grid to the start of the pace lap in a 2 x 2 rolling start formation.
- 3.6.3 The countdown procedures/audible warning sequence should ideally be: -
- 1) 3 minutes to start of Pace Laps – Trucks move into grid positions.
 - 2) 2 minutes to start of Pace Laps – Clear grid of all except officials.
 - 3) 1 minute to start of Pace Laps – “Start your engines” instruction and clear grid.

At certain events it could be necessary to implement a different start procedure to suit the event organiser’s requirements. Where this is the case structured instructions will be given at the drivers briefing and documentation produced prior to the races.

- 3.6.4. The countdown and race start procedure may commence at the one-minute signal, with no team personnel allowed on the grid. Competitors are advised to check carefully supplementary regulations and final instructions for individual race Event for details of variations to the start procedures.
- 3.6.5 Any Trucks removed from the grid after the 1-minute stage or driven into the pits on the pace lap shall be held in the pit lane. They may start the race after the last Truck to take the start from the grid has passed the start line or pit lane exit, whichever is the later. No competitor may join the race from the pit lane after two race laps have been completed.
- 3.6.6 Any drivers unable to start the pace lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. Any driver unable to maintain grid positions on the pace lap, to the extent that all the other Trucks are ahead of them, may complete the pace lap but must remain at the rear without any overtaking. Gaps on the grid will be filled by moving remaining Trucks forward, prior to the green flag. This action will be carried out by the Clerk of the Course via radio communication
- 3.6.7 The pace lap will be controlled by the Lead Truck. A Lead Truck is deemed to be a vehicle used to maintain grid formation and speed on the pace lap prior to the start of a race with a rolling start. It will be marked – “Lead Truck” or “Safety Truck”.

3.6.8 During the pace lap(s) drivers are to respect the position of other drivers around them, remain in their assigned row and not encroach on their position. At the end of the lap(s) the Lead Truck will pull into the pit lane and the driver leading the field is responsible for maintaining the speed established by the Lead Truck until seeing the green flag / lights at the start line.

All Trucks, following the commencement of the final lap(s), should be back in perfect grid formation as soon as is practically possible and must be in position at the completion of 50% of the final pace lap(s). The competitor occupying pole position 1 is responsible for setting the distance behind the Lead Truck at the completion of 50% of the final pace lap(s) of approximately 30 metres. The Lead Truck observer will indicate if the distance is incorrect. The driver in the outside front row will draw level with the driver on pole. All following Trucks will line up neatly two by two, line astern, and approximately 5 metres behind the Truck in front of them. Trucks must maintain their grid positions at the speed determined by the Lead Truck.

Falling back in order to accelerate is prohibited. Excessive braking or weaving to warm-up the tyres or mechanical components, i.e. using more than 50% of the track width is prohibited and all weaving should stop at the completion of 50% of the final pace lap(s). Any driver deemed to be contravening any of these starting procedure rules would have committed a false start offence as detailed in NCR Ch.12 App.6 Art.7 and will be penalised as in NCR Ch.12 App.6 Art.8.

3.6.9 After completion of the Pace Lap the red lights will be on and the vehicles must approach the start line in Grid order with the pole driver setting the pace. The red lights will be switched off to indicate that start of the race.. Should the starter decide that, for whatever reason, the start of the race should be delayed then the start signal will not be given and one of the following courses of action will be taken: -

- 1) If it is deemed safe to do so, the Lead Truck will be instructed to remain at the front of the assembled grid for one or more further laps after which the race may be started.
- 2) If, after the Lead Truck has retired and it is deemed safe to do so, the Lead Truck will be instructed to re-emerge at the front of the assembled grid and will proceed as in 1.
- 3) If after the Lead Truck has retired it is not possible to proceed as in 2. Above, the assembled grid will continue to circulate maintaining constant speed and formation for a further lap and the Clerk of the Course communicating with the start line official will decide on the race start. Only after two laps have been lost will a decision be taken to reduce the race distance.
- 4) After the race start has been given any overtaking move can only be made after passing the pre-determined point announced in the drivers briefing. Where a competitor has not made a good start, they must move to the inside of the circuit when safe to do so holding that position until they are able to build up a competitive speed.

3.7 PRACTICE OR RACE STOPS:

3.7.1 Should the need arise to stop any race or practice; red lights will be switched on at the Start Line and red flags will be displayed at the Start Line and at all Marshals Signalling Points around the Circuit and by the showing of red lights around the circuit. Light signals have priority over flag signals as per NCR Ch.12 App.8 Art.1. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

3.7.2 It is the decision of the Clerk of the Course through consultation with the Championship Manager, to deem the race wet or dry. If the session is declared wet, it is the competitors' choice which tyres they wish to use in the session. Tyres may be mixed on any axle. On release from the Assembly Area to the grid, the tyres selected prior to release are the tyres that Drivers must start the race on.

3.7.3 Case A: Less than two laps completed by Race leader. (NCR Ch.12 App.6 Art.9.1a)

Any Race stopped before the leader has completed two laps will be declared a "No Contest" and available Competitors will restart from their original grid positions (NCR Ch.12 App.6 Art.9.2 below also applies).

Case B: More than 2 laps completed by Race leader but less than 75%. (NCR Ch.12 App.6 Art.9.1b)

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of

this first part 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 Signal. Only Vehicles which are proceeding under their own power in accordance with NCR Ch.12 App.8 Art.1.7.j at the showing of the Red Signal (NCR Ch.12 App.7 of this Chapter) will be classified in this first part (Ch.12 App.6 Art.49.c and Arts.9.2–9.5 below also apply).

Case C – More than 75% of race completed. (NCR Ch.12 App.6 Art.9.1e)

Any race stopped after the leader has completed 75% of its duration may be considered to have finished unless the Clerk of the Course in consultation with the Stewards of the Event deems it appropriate to restart the Race. 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 Signal.

- 3.7.6 In the interval between stopping and restarting the trucks may return to the pit area for repairs. They may not return to the grid but may join from the pit lane after all the other trucks have started the green flag lap. Non-runners at the time of stopping must return to the pit lane and may restart from 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 Motorsport UK licenced Scrutineer. 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.

3.8 SAFETY CAR/TRUCK:

All references to Safety Truck are also applicable to the Safety Car should the Safety Truck not be available.

- 3.8.1 The Safety Car will be brought into operation and run in accordance with NCR 12.8.2.

3.9 RE-SCRUTINY:

All Trucks involved in contact and/or incidents at any time during an event must immediately be taken to Parc Fermé to be re-submitted to the Scrutineers to obtain authorisation before continuing in the event or leaving the circuit.

3.10 PITS, PADDOCK & PITLANE SAFETY:

- 3.10.1 Pits & Paddock: Competitors 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 must be complied with and the minimum amount of space should be used when setting up.
- 3.10.2 Pit Lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence.
- 3.10.3 Refuelling: May only be carried out in accordance with the NCRs, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Event.
- 3.10.4 Pit Procedure: A maximum of three crew members are allowed to work during practice/qualifying/races and all must be in team clothing. During a race, at no time while the Pickup Truck is in the pit lane may any member of the crew work on any component of the Truck that requires access via the underside of the Truck without suitable solid supports being in place
- 3.10.5 Under no circumstances may a Truck stop on the track or apron area for consultation with crew personnel or service and must be removed to the pit area. Any Truck or Trucks not involved in an incident that stop on the track, including the pit entry or exit, that requires a caution flag and does not need assistance will be assessed a three-lap penalty. Any act of the driver, crew, etc. construed by the Clerk of the Course as a delay of the event will subject the competitor to disqualification and/or other penalty as described in these regulations.
- 3.10.6 Any Truck recovered to the pits from the race circuit may be permitted to continue in the race with the approval of the Clerk of the Course on the advice of the Eligibility Scrutineer.
- 3.10.7 It is required that everyone taking part in pit lane duties are wearing suitable clothing that cover their torso and legs at all times. It is required that everyone taking part in pit lane duties and/or who are a part of the grid presentation are appropriately dressed. Race teams, whichever driver they represent, need to be identically

dressed in mechanic team wear. All other authorised personnel need to be in company/corporate uniform. All clothing is required to be clean and presentable, to represent the quality of the championship.

- 3.10.8 Major repairs due to mechanical failure or accident damage must not be performed in the pit lane. No repair or tyre change may involve more than three personnel working on any one Pickup Truck.

3.11 RACE FINISHES:

- 3.11.1 From the point in the race where the last lap board has been shown to the race leader, the pit lane and all controlled areas that make up the access to the post-race holding area will become Parc Fermé. This includes the podium area.
- 3.11.2 After taking the chequered flag drivers are required to progressively and safely slow down, remaining behind any competitor ahead of them. They should return to the pit lane entrance/ paddock entrance as instructed, comply with any directions given by marshals or officials and to keep their gloves and helmets on, window grill in fixed position and safety harnesses done up while on the circuit or in the pit lane.
- 3.11.3 Once in the Parc Fermé area, drivers required for the podium presentations must proceed immediately to the podium. The drivers required will be those finishing first, second and third.
- 3.11.4 Unauthorised personnel (other than the Truck driver) are only allowed into the Parc Fermé area at the invitation of the Eligibility Scrutineer. Should unauthorised personnel be present in Parc Fermé, they render their Truck liable to disqualification from the Race..
- 3.11.5 Trucks will usually be held in Parc Fermé for a minimum of 15 minutes after each qualifying session and race

3.12 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.

3.13 TIMING MODULES:

- 3.13.1 All competitors will be required to fit electronic self-identification modules to their Trucks for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders, and it will be the responsibility of the competitor to fit these in the Truck on the inner front bulkhead on the right-hand side with a signal hole of 40mm diameter in the floor to transmit the relevant signal. The modules must be in place and functioning correctly for all championship qualifying sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed timekeepers. Competitors will be charged by the timing company for replacement of the modules due to misuse or loss at any time during the season.
- 3.13.2 Competitors may not place electronic timing equipment within five metres of the official start, finish or any other official timing lines at any event or test session/day. Nor is it permitted to place timing equipment on the top of any pit wall. Any such equipment placed within these zones will be removed.

3.14 SPECIFIC CHAMPIONSHIP CONDUCT:

- 3.14.1 Verbal or physical abuse from any competitor or team member to any organising official or management personnel of Pickup Truck Racing will immediately be reported to the Clerk of the Course whereby disciplinary action will be taken in accordance with the NCRs. (also see CR 4.2.2 & C7.2.2i/7.2.2j)
- 3.14.2 The use of alcohol, controlled substances or drugs that may alter any individual's ability to conduct themselves correctly or safely during an event is strictly prohibited. Under Pickup Truck Racing regulations any competitor or team member can be requested to undertake a medical examination by the circuit doctor. Failure to take the examination or the results of the examination finding that team member or competitor to be in violation of this regulation, the driver and team who he/she represents will immediately be disqualified from the event and reported to Motorsport UK.
- 3.14.3 Any team or driver failing to meet presentational standards may receive notice from the Championship Organisers requiring compliance and the timescale within which it is required. Failure to comply with such notices within the deadlines specified will render the competitor open to action from the Championship Organisers / Clerk of the Course.
- 3.14.4 If within 7 days of an event it appears from the official video recordings or from any other additional evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner that the Championship Coordinator considers to have brought the Championship into disrepute, they may request that the Championship Stewards consider investigating an enquiry into the matter. This is not withstanding that the Clerk of



the Course may or may not have already investigated the incident. Penalties may include disqualification from further participation in the Championship, loss of Championship points and / or end of season awards.

- 3.14.5 The Championship Organisers reserve the right to pass incidents to the Championship Stewards where competitors are proven by the Officials of any Event to have behaved on or off track, in a manner considered likely to bring the Championship into disrepute.

Penalties may include disqualification from further participation in the Championship, loss of Event or end of season awards. In the case of repeat offences, the Championship Organisers reserve the right to request the disqualification of a competitor for a fixed number of races or from the Championship. In such cases no other competitors' scores shall be adjusted.

4. CHAMPIONSHIP RACE PENALTIES:

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

4.1.1 Any competitor who fails to provide the correctly completed documentation or whose Truck fails to comply with these technical specifications will be reported to the Clerk of the Course (and advised to the Championship Manager for info) by the Eligibility Scrutineer and will subsequently have their practice times disqualified. When inspection is satisfactorily passed the Truck may enter the race but will be allocated the final grid position available. CR 3.1.4 will apply.

4.1.2 Any competitor whose Truck does not meet applicable specifications at post-race inspection will be reported to the Clerk of the Course by the Eligibility Scrutineer and may subsequently be disqualified from that race under NCR Ch.2 App.8 Art. 2.1a/b/c. and hence lose all awards, monies and points earned, including winners circle monies. For infringements deemed to be of a more serious nature the Clerk of the Course and/or the Stewards of the Event are to invoke the provisions of NCR Ch.2 App.8 Art.2.1a/b/c4. They may also be reported to the Championship Stewards for further investigation.

The organisers reserve the right to impound a competing Pickup Truck for inspection at any time for the period of time it requires to carry out safety and/or eligibility checks by the named officials or a technical officer appointed by Pickup Truck Racing.

4.1.3 No Truck can be presented for the start of any event whereby a body work repair is a creation of race tape or similar materials. It is not permitted to present a Truck with a replacement panel that does not match the existing Truck and design.

4.2 PROTESTS AND APPEALS:

4.2.1 Only a Motorsport UK licence holding Driver or Entrant may lodge an official protest or appeal. These protests or appeals must be lodged initially with the Clerk of the Course or Secretary of the Event (with a copy to the Championship Coordinator) in accordance with the NCRs.

4.2.2 Any competitor who believes that another competitor has or will obtain a significant unfair competitive advantage by some action felt to be in violation of these regulations may protest such action. The protest must be submitted and will be dealt with in accordance with the NCRs.

4.3 ADDITIONAL CHAMPIONSHIP POWERS:

4.3.1 The Clerk of the Course may order a drive through penalty for a transgression of the regulations in accordance with NCR Ch.12 App.10 Art.2. The team concerned will be notified by race control and the driver notified by means of a penalty board at the start line. After notification the driver may cover no more than three laps before entering the pit lane, passing straight through the pit lane without stopping, adhering to the speed limit of 40mph, and then re-join the race. Where circumstances or time will not permit this penalty to be taken, a minimum time of 30 seconds will be added to the respective driver's final race results. As a result of either of these penalties no other judicial penalty will be imposed. It is not permitted to take a drive through penalty during a neutralised period in the race.

4.3.2 The Clerk of the Course may order that a driver be shown the black flag as prescribed by the regulations. For the avoidance of doubt this does not signify disqualification but does mean that the driver concerned must stop at their pit box within one lap and wait there for further instructions from the Clerk of the Course or their appointed representative.

4.3.3 The penalties and procedures listed within regulations CR 4.4.1, CR 4.4.2, CR 4.4.3 and CR 4.4.4 above are not subject to appeal during racing and must be taken in the prescribed manner or be subject to further penalties in accordance with these regulations.

4.3.4 Any situation not specifically defined herein may be acted upon at the discretion of the Clerk of the Course, in accordance with the NCRs, and their decision is final subject to appeal in accordance with the NCRs. The Championship Organisers reserve the right to interpret and determine the true intent of all rules and specifications contained herein and will advise the Clerk of the Course of such. Their decision may only be appealed to the Stewards of the Event.

4.3.5 The Championship Technical Officials and/ or their nominated deputy shall be given free and unrestricted access at all times and at any location in order to inspect or measure or impound any component fitted to any Truck



registered in the Championship. Any costs incurred to refit inspected parts will be borne by the competitor as will the cost of any test if it proves that material content and/or a component is found to contravene the regulations.

4.3.6 Any competitor who is perceived to be attempting manipulation of events or the championship for the benefit of another competitor may be reported to the Clerk of the Course who will decide if there is a case to answer. Results will be declared provisional and will not be immediately altered nor penalties applied. However, due to the grave and weighty nature of such charges, and on the advice of the Clerk of the Course, the matter will be fully investigated at a later date by the Stewards of the Championship, who may, apply a range of penalties.

4.3.7 Failure to have an operative recording device as detailed within 5.10.8 will incur the following penalties:

- a) 1st Offence: First Warning, and a deduction of one championship point.
- b) 2nd Offence: Second Warning and a deduction of an additional two championship points.
- c) 3rd Offence: Final Warning and a deduction of an additional three championship points.
- d) Further Offences: Refer the competitor to the Stewards of the Event for further action. The offences will be viewed across the season, not exclusively at an individual Event.

These penalties do not preclude the Stewards of the Event from escalating the penalty, up to disqualification from the Event.

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:

The Pickup Truck Racing Championship is for competitors participating in vehicles authorized by Pickup Truck Racing Ltd., supplied by SHP Engineering Ltd. And built expressly to comply with the championship regulations.

All vehicles must comply with the NCRs and specifically the relevant parts of Chapters 7 and 12, except with the specified restrictions below.

5.3 SAFETY REQUIREMENTS:

The following articles NCR Chapter 7 safety criteria regulations will apply:

Safety Rollover Structures – will be as supplied as standard with the Truck kit. Certificate number Motorsport UK 1616

Seat Belts – the only harnesses permitted are those of a six anchorage point type, to comply with FIA standards, NCR Ch.12 App.13 Art.11.3. The only anchorage points to be used are those fitted in the chassis by the licensed chassis constructor. It is compulsory that an FHR device is used by all competitors that is effective for Pickup Truckracing.

Fire Extinguisher – the fire extinguisher must be an approved plumbed in type. (NCR Ch.7 App.6 Art.6.1). The extinguisher system must be in compliance with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015. The system must be used in accordance with the manufacturer's instructions and with a maximum service date within the last two years. Servicing and re-certification must be carried out by the manufacturer or one of their official service agents. The only permitted position for the reservoir bottle is the area known as the passenger foot well located on the right-hand side floor. It is to be mounted using the homologated mounting brackets, on the bracket plate supplied by the chassis constructor, the fixings to be strong enough to resist the rigors of Pickup Truck Racing. The pull cable or button must be placed beside the electrical cut out switch pull cable which is positioned just in front of the front windscreen and clearly marked. The cable/button Inside the Truck must be within easy reach of the driver. The fire extinguisher must be armed at all times when on the circuit, in scrutineering, Parc Fermé and the holding areas.

Fuel safety cells – see section CR 5.15 of these regulations.

Tank fillers, vents and caps – see section CR 5.15 of these regulations.

External circuit breaker – see section CR 5.10 of these regulations.

NCRs Ch.7 App.5 Art.5, Ch.9 Art.3 and Ch.9 Art.5 also apply.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:

- 1) Air jacks – the use of custom fitted air jacks is not permitted. The jacking points of the truck must be fitted with the chassis builders anti-skid plates on both sides, part number D0315.
- 2) At the start of each event, practice or race, each Truck will be presented in a manner that represents the formula. The organisers/management reserves the right not to issue the relevant paperwork to allow the Truck to be scrutineered if it is felt not to be of an acceptable standard of preparation.
- 3) Selected engine builders, vehicle constructors and teams have to submit components and specification changes prior to them being used, in writing to the organisers of Pickup Truck Racing. They will or will not give authorisation as they see fit. Pickup Truck Racing reserves the right to exclude any component or development changes if it will adversely affect the formula in any way what-so-ever. Pickup Truck Racing via Eligibility scrutineering has the right at any time to exchange any part or item on the Truck that is a controlled unit, with a new replacement. This action would be taken to check the authenticity or specification of the original item concerned. The parts or item may not be returned. (see championship regulation 4.4.8)

- 4) At each championship round, a number of engines can be selected at the discretion of the Eligibility Scrutineer, Pickup Truck Racing management and the Championship Manager whereby an internal engine inspection can be carried out. Cylinder heads, cam covers and the sump pan must carry drilling holes to enable the Eligibility Scrutineer the facility to be able to seal the engine. These must be in an accessible position.
- 5) Two Trucks may appear in the same colour scheme. It is possible for a team to share the same sponsor, but the Trucks need to be presented in two different designs.
- 6) No Truck will be permitted to compete in any practice or race when the clutch is non-operational or the starting system will not complete its function.
- 7) Within the assembly of the complete Truck all nuts and bolts must be a ferromagnetic material. All nuts when fitted to a bolt are required to have an engagement of thread to a minimum of the diameter of the bolt.

5.5 CHASSIS:

The only chassis permitted to be used is that supplied by SHP Engineering Ltd in left hand drive configuration. It carries the additional steel safety door protection plate, fitted in the left-hand door aperture. The vehicle concept and design must not be changed in any way or form. No material may be added or removed. All relevant brackets must be retained in their original positions with no extension or adapters to allow for different applications. The brackets are to be used as originally intended. Any chassis repairs must be carried out by the licensed chassis manufacturer. The repair must be documented with a Certificate of Conformity being issued on completion of work carried out. It is the responsibility of the Competitor to make this information available to the Safety/Eligibility Scrutineer on request.

All chassis must use the two engine bay support towers to maintain the original shape and position of the bonnet. The towers must be fitted as designed with no modification whatsoever.

Resilient padding designed for roll cages (not pipe insulation) must be installed on any roll cage or frame member where contact can be made by the drivers' helmet.

Flat bottoming of the Truck is not permitted. Where the engine is fitted with a dry sump system it is mandatory for the engine to be fitted with a guard. The guard must extend from the two lower mounting brackets of the front panel under the radiator to the rear of the engine past the rear chassis alignment bosses by 50mm.

The guard can be to a maximum of 140mm wider than the lower chassis rails on either side. This protection guard must be manufactured in one piece with no holes, slots, or vents for cooling. It must be made in aluminium with a maximum thickness of 3mm and be held to the chassis with dome-headed bolts via the alignment bosses and the front bumper lower brackets. The guard can have an upstand of 25mm angled outward by 45 degrees to offer residual strength to the piece of material. It must not offer any aerodynamic gain.

No aerodynamic devices may be fitted to the vehicle whatsoever other than those supplied in aluminium kit format via the licensed chassis construction. This includes air deflection devices.

At the start of the race Event the Pickup must be fitted with both protective floor panels as supplied by the manufacturer.

It is not permitted to drill or cut any type of holes into any parts of the chassis, roll cage or bracketing systems nor any components that are supplied under contract by the licensed supplier for any reason, especially lightening. Acid dipping of any component is not allowed CR 5.4(3) CR 5.1.

5.6 BODYWORK:

There are three configurations of body kit permitted for the 2026 Championship all controlled parts built under licence and only available through SHP Engineering Ltd/A1 Performance. The body styling must relate to the engine being used, Ford engine Trucks with Ford panels, and GM engine Trucks with Isuzu or Vauxhall panels. These are identified as:

- a) Ford Ranger Wildtrak
- b) Isuzu Rodeo Denver Max LE
- c) GM Vauxhall

For the 2026 race season Pickup Truck Racing will introduce a new body styling kit named “New Generation” to optionally upgrade current models 5.6 a-c. -

The material content of the panels is controlled and so is the weight of the panels. It is not permitted to reduce the weight of any panels whatsoever.

Minor localised repairs are allowed but it is not permitted to carry out any part replacement to any panel.

Panels are not permitted to be thickened or be reproduced by any other company or persons.

All Trucks competing must be fitted with all body panels whilst racing. All panels must be painted or wrapped to suit the colour scheme of the vehicle at the start of every event ref CR 5.4.2

Body panels repaired with race tape are unacceptable with the exception of temporary repairs carried out during a race and approved by the Eligibility Scrutineer and/or safety scrutineer. At all times the presentation of the Truck must be in keeping with the image and profile to which this Championship has been marketed. As a result of this it is permitted to make small, localised, surface repairs to the body panels. All body panels must be bolted together with steel bolts and nuts of a minimum diameter of 6mm. Contact washers must be used on both sides of the bolts and nuts.

- 5.6.1 No panels may be bonded together to form one piece nor is it permitted to add any type of tape over any panel joints. Stringent checks will be carried out to prove the authenticity of the panels, their thickness, shape and size. The front body panels may not be bonded together to form a one-piece front end. The same applies to the rear panels. It is permitted to remove excessive material from the returns of the wheel arches, leading edge of the side skirts and the wheel arch returns of the bumpers to gain the required tyre clearance, but there must be a minimum of 5mm of wheel arch radius remaining. Any flange bolted joint must have a minimum of a 20mm return along the entire length of the flange, the only exception permitted is where clearance is required around a chassis tube or front tyres. It is not permitted to drill holes for lightening purposes CR5.1 or add additional body panel mounts to certificated chassis.

The chassis is fitted with reinforcing stays to the corners of the bodywork to prevent the rear corners and rear quarters from being trapped on to the rear tyres. This kit of components are controlled parts supplied by the chassis constructor and must not be modified in any way.

The material masked by the skirt sill, this being the lower cab and the rear quarter panel, is permitted to be removed to a point of 30mm below the fixing line of the top of the skirt sill. The resulting aperture must be filled to provide a flame proof seal from both the engine and the rear compartments. The skirt sill can be butted to the underside protection floor panel.

The body shape and position will be required to comply with 2011 PTR body dimensions and align to the technical eligibility profile plates Part Number PTR/PP01 – PTR / PP02 – PTR / PP03. Images Illustration P7.

Brake cooling ducts may be fitted to the front panel in the area replicated as a spotlight to a maximum size of 100mm diameter. These are the only ones allowed.

The high intensity brake light (CR.5.10.1) must be fitted into the cab rear panel. In addition to these lights the New Generation panels will be required to have four operational rear lights (Day light/Brake light) fitted in the corner panels, and day lights, in the front panel. (See illustration P8.)

No other ducts, apertures or holes are permitted in any other panels including glass areas. The door cover panels must be fitted as original specification with all R clips inter-linked together on each panel. It is permitted to have a single hand holding slot of a maximum size of 120mm x 40mm in each door interior. At no time, whatever the weather conditions, may any door panel joints be taped or sealed.

The bonnet and rear cover panels can be fitted with over centre type retaining pins or Aerocatch flush type fittings, it is not permitted to mix and match the two types on the bonnet or rear panel – the bonnet must have two at the rear and three at the front. The bonnet must be fitted in the full closed position and correctly supported and aligned with the scuttle panel at all times. It is permitted to have the rear hinges fitted to the bonnet, but it must utilise all five bonnet pins when closed. The rear cover and centre decking must be fitted with at least four retainers in each panel and must be in the shut position at all times.

On all closing panels, bonnet, doors and rear decking panel, there is only permitted to be a maximum gap of 7mm around any panel shuts.

The ID labels inside the body panels must not be painted over and the serial numbers must be clearly visible for identification and documentation. Pickup Truck Racing uses a passive low frequency scanner coding system for all new produced body panels produced after 2009 for authenticity and tracing purposes.

All panels that have an opening and closing system must be in a fully closed position whilst on track.

- 5.6.2 The grill configuration is determined by the choice of body styling and must be supplied by SHP Engineering/A1 Performance. Where Vauxhall body panels are fitted it must have a Vauxhall Vectra C part number GM13106533 grille fitted. The grille must be fitted as supplied with no additional materials added or taken away. All Ford panels must carry Ford badging in the centre of the grill panel. Ford Part Number 4562194

Front grill mesh is a controlled part, available from SHP Engineering part number M2999

The following criteria must be met:

- a) Where there is an excessive amount of the original GRP material masking the parts that require cooling behind the grills, it is permitted to remove that material.
- b) No grills are permitted to be blanked off from the front face of the panels. The radiator must be fed with air via the top and lower grill apertures in the front panel with no restrictions whatsoever.
- c) It is permitted to add ducting to guide air from the front panel into the radiator. The ducting must comprise of four elements making up a top, bottom and two sides with no splitters or deflectors added. It is not permitted to control the air flow after it has passed through the radiator.
- d) The electric fan must be fitted on the side of the radiator closest to the engine.

- 5.6.3 The only permitted rear spoiler is the 2003 specification type which must be installed using the kit as supplied by the chassis manufacturer. The Spoiler must be fitted without the use of additional blocks or wedges to the rear panel of the Truck and at an angle of 120 degrees from the horizontal line made by the top edge of the body side panel. The spoiler must not be reduced or increased in size or modified to operate more or less efficiently.

- 5.6.4. Windscreen:

The windscreen must be fitted at all times It must be in a condition where vision is not impaired by scratches, cracking, chips etc. and is suitably clear at all times when racing. It must be either laminated or produced in polycarbonate/Lexan/Makrolon of a material thickness of a minimum of 5mm. It is permitted to fit single or multi-layer windscreen tear off protective film, in clear only and it must cover the whole screen. NCR Ch.7 App.2 Art.22.8. When polycarbonate/ Lexan/ Makrolon is used the windscreen must be fitted with a central reinforcing mounted bracket, attached to the windscreen down tube. This must be of a suitable strength to stand the air pressure created by racing.

The windscreen must have an effective de-misting facility for wet/damp conditions.

The driver's door must be fitted with a quick release grilling system made of metal with a hole size no larger than 80mm x 80mm square.

The releasing catch must be made of metal and must be well defined by a yellow lanyard supplied by Pickup Truck Racing.

No Perspex or polycarbonate may be fitted at any time to the door window apertures.

The vehicle must be fitted with a windscreen wiper system, which clears the required areas to the front of the driver. It must be operational at all times. A metal upright, tubing size of 38mm that is placed in the centre of the front windscreen is part of the chassis and must be retained.

It is not permitted to fit any tubing, ducting or vents into the door window apertures whatsoever even if it is colour co-ordinated or clear. Front and rear glass must remain clear – dark or tinted glass is not permitted.

The cab must be fitted with a rear window 240mm in height and 800mm long +/- 50mm. This screen must be bolted in position and the glass fitted from inside the cab.

- 5.6.5. Mirrors:

The fitting of a wide angled rear view interior mirror and one rear view mirror on each side externally, is compulsory. These should be in keeping with the presentation of the formula and be of a size to offer peripheral vision to the rear of the vehicle. It is not permitted to drill the roll cage or chassis when fitting any mirrors.

- 5.6.6 Towing eyes:

All Trucks must be fitted with two towing eyes on the front and rear of the trucks. Towing eyes are a controlled component as are the steel chassis brackets. Towing eyes must be connected to the chassis using the chassis manufacturers mounting brackets with a minimum 10mm steel bolt. The towing eyes must be painted in a contrasting colour to the body/chassis and be clearly defined. All Trucks must have four lifting eyes fitted within the chassis, of a minimum thickness of 5mm, as designed and positioned by the chassis constructor. It is not permitted to remove the lifting eyes or reposition them and they must also be painted in a contrasting colour.

5.6.7. Seats:

Only competition seats are permitted. These must be fitted with approved mounting brackets. The seat must be firmly attached to the allocated seat runner within the chassis. Head restraints are compulsory and must be built into the seat and give suitable side impact protection. The seat must be a minimum height of 100mm higher than the driver's eye level.

A purpose-built aluminium seat supplied from America can be used or a composite material certificated seat. Both seats must use a 6-bolt system utilising all the original mounting holes within the chassis, four located on the floor and two shoulder height mounted to the rear cab cross tube.

The seat must be positioned whereby the shoulder straps of the seat belt must be angled down from the seat to the wrap around seat belt mounting harness bar which is part of the chassis by a minimum of 10 degrees. See diagram P6.

It is recommended that all seats should be fitted with a padded cushion of material with a thickness of minimum of 25mm. The padding should cover the seat where it makes contact with the body and should follow and be packed out to the contours of the driver's body.

5.7 ENGINE:

Engine specifications: There are only four engines permitted at present. These being:

- a) Vauxhall 2.0 litre, 4-cylinder 16 valve DOHC unit. The GM code number is C20XE with standard bore size of 87.53mm and a stroke of 86mm. This engine configuration is known as Pro 2
- b) Vauxhall 2.3 litre 4-cylinder 16 valve DOHC unit, using a core GM engine code C20XE using performance kit P2b fitted with controlled crank shaft, connecting rods and pistons with a standard bore size of 87.53 and a stroke of 94mm. This engine configuration is known as Pro 1
- c) The Ford Duratec 2.3 litre 4-cylinder, 16 valve DOHC unit. Ranger code numbers US 9D-297-AC, EU 9G-293-AC and Mazda code L3720709 with matching cylinder head, with a standard bore size of 87.5mm and a stroke of 94mm. This engine configuration is known as Pro 2
- d) Ford 2.5 litre FFV Duratec 4-cylinder 16 valve DOHC unit Engine code ENGBB3G6006CE using performance kit P2c and connecting rods and pistons identified in CR5.7.5.2. This engine configuration is known as Pro 1. The engine will use standard crankshaft and controlled connecting rods, pistons, front damper and flywheel. The engine must be a standard bore size of 89mm and stroke of 100mm. this engine configuration is known as Pro 1

All engines, although identified by the manufacturer code, must be a production item. Prototypes, special vehicle applications or homologation specials are not permitted.

The 2.3 litre and 2.5 litre Ford engine and the 2.3 litre GM engine can only be used with a performance kit of controlled components supplied by Pickup Truck Racing for the competitor or named engine builder to self-assemble. The controlled components in each performance kit will be identified by branding, manufacturers coding or Pickup Truck Racing branding and additional specification data.

The parts that make up the performance kits will be the only components permitted to be used in the build. No modifications are permitted without obtaining written consent from Pickup Truck Racing. Pickup Truck Racing reserves the right to control the development and to amend the list of parts in the performance kits to maintain power output and reliability and to ensure controlled costs are maintained.

The components that make up the performance kits are listed on appendix P1/P1a/P2a/b/c. Any changes will be issued to drivers via an official bulletin.

Engines must have drilling within the flanges of the block/sump to accept seals on either side of the engine block. In addition, there must be two sets of drillings in the cam cover to also enable seals to be placed.

Any bolt within the Ford or GM engine configuration may be converted to stud and nut and vice versa on the condition that it is a direct replacement.

The engine builders or their companies are required to acknowledge that they are carrying out the task of supplying and servicing engines for the Pickup Truck Racing Championship by contacting Pickup Truck Racing Ltd on. It is the responsibility of the driver to name the designated engine builder.

Where there has been a change of either engine type or engine builder it is the responsibility of the driver to contact Pickup Truck Racing and register this information.

PTR reserve the right to power test any vehicle or engine, these tests will not be to determine if the power output complies with these regulations, but may be used to indicate whether further examinations, testing or restrictions are necessary.

5.7.1. Permitted modifications: As detailed in text.

5.7.2. Prohibited modifications: As detailed in text.

5.7.3. Location: The chassis brackets and the engine and gearbox mountings are controlled components supplied and fitted on the chassis by the licensed chassis constructor. Their positions must be maintained and they may not be modified in any way or form.

5.7.4 Oil/water cooling:

All radiators or cooling fluid containers must be forward of the front bulkhead. The radiator may be made from a combination of steel, aluminium and plastic. It must be of a minimum size of 350mm high by 640mm wide. It must be mounted in the designated position as per the chassis design using the original mounting brackets. Where a replacement radiator is used the top of the radiator core must be within 50mm of the original mounting brackets. The radiator must be fitted with a minimum of one electric fan. No mechanical fans are permitted. One single overflow pipe must be fitted to the cooling system and must terminate behind the left-hand front wheel within 100mm of the ground. No additional water circulation system may be used other than the water pump positioned in the engine block, mechanically driven as per the original manufacturers design.

Oil coolers are free as are water to oil heat exchangers and Accusumps. These must be positioned within the internals of the engine compartment and the oil cooler must be forward facing.

The Ford and GM Engine may be wet or dry sump. Where the engine is wet sump, it is permitted to carry out modifications to allow the sump to carry more or less oil and high pressure, high capacity, oil pumps are allowed. When converting the engine to dry sump the oil pump must be a side mounted application. This pump is the only means of oil displacement allowed. The oil pump drive must be taken from the crankshaft pulley and must be made via a drive belt of minimum width of 25mm.

The dry sump oil tank is only permitted to be fitted in the area behind the cab on the designated oil tank mounting tray, this being to the right side directly behind the bulkhead. All oil pipes, feed, return and breathers must travel along the right-hand side floor.

These pipes must be a steel braided reinforced type fitted with high pressure unions that are compatible with the hose used.

5.7.5 Engine Breather Tank

All wet sump engines must have the engine breather catch tank fitted within the engine compartment.

Where the engine is dry sump, the engine must be fitted with a breather pipe returning to the dry sump tank. The dry sump oil tank must have a breather catch tank adjacent to the oil tank and to the right-hand side of the centre line of the Truck.

Breather/catch tanks must be empty prior to the start of any practice session or race.

5.7.5.1 Induction systems:

The Ford Ranger 2.3 Duratec engine and the Ford 2.5 Duratec engine must use the inlet manifold supplied in the Performance Kit. The manifold/induction system and cylinder head must be used as supplied with no modifications whatsoever. The manifolds may use the controlled gasket or sealing cement where fitted to the cylinder head. The only air cleaners permitted are those where the filter element assembly is fitted directly to the throttle body face.

The GM engine inlet manifolds are not a controlled component but they must not be longer than 90mm in length from cylinder head face to the controlled throttle bodies and must be made of aluminium. The throttle bodies

supplied in the performance kit must be bolted directly to the inlet manifolds with no adapters. It is permitted to fit sealing rings, gaskets or sealing cement of a thickness no more than 2.5mm between the throttle bodies to inlet manifold faces and cylinder head to inlet manifold faces.

All engines must use a controlled set of injected throttle bodies supplied in a performance kit with no modifications whatsoever as supplied by Pickup Truck Racing.

Ford Duratec and GM engine injectors must be top mounted.

Throttle bodies must be fitted with throttle return springs as per NCR Ch.7 App.2 Art.8.3. No ram pipes or induction aids are permitted within or adjacent to the air cleaners, this includes the inlet manifold. The only air cleaners allowed are those where the filter element assembly is fitted directly to the throttle body face. This must be done without adaptation or modification. In adverse weather conditions only, it is acceptable to add a deflector plate to restrict the water spray from entering the air filter elements. Performance related devices such as gas or water injection, additional fuel supplies or any other systems are strictly prohibited.

Air filters must be used at all times. The filter element section must be complete to eliminate the risk of foreign material entering the throttle body butterflies. It is not permitted to direct cold air via any scoop duct tube to the air filter.

5.7.5.2 Cylinder heads, pistons & bottom end components:

The only modification permitted to the Ford Ranger 2.3 Duratec engine and the Ford 2.5 Duratec engine is to machine the head to block face to recover a damaged cylinder head. On the Ford and Vauxhall engines the crankshaft journals may be ground to a maximum of 0.25mm (0.10 thou). A spigot bearing sleeve may be fitted. Cylinders for all engines may be bored to a maximum of 0.5mm (0.20 thou). Head gasket choice must be made from the standard range.

Ford 2.3 Duratec valve sizes are, 35mm Inlet / 30mm Exhaust

Ford 2.5 Duratec valve sizes are, 35mm Inlet / 30mm Exhaust

Cylinder heads on the GM engine may be polished, gas flowed or skimmed. The maximum compression ratio allowed is 11.5 to 1 with no tolerance whatsoever. The valves may be changed. The replacement material has to be stainless steel and must be a one-piece valve. Valve stems are to be standard manufacturer's size but the section protruding below the valve guide may be wasted to the valve head. Vauxhall inlet, 33mm max. Exhaust 29mm max.

The choice of valve guide material is free and it may be shortened in length to allow better gas flow, but it must occupy the original position within the cylinder head casting. Valve springs may be replaced as may the valve caps and cotters. The material type must be the same as the original manufacturer's items.

Valve spring seats may be machined. Valve spring shims are allowed. Inlet and exhaust ports may not be repositioned nor may materials be added to the combustion chambers or ports.

It is permitted to modify the cooling system within the engine block and head of the GM engine. It is permitted to use an after-market cylinder head gasket which may be thicker than the production OE part. No gasket is permitted that measures less than the original OE part.

Wire rings and additional sealing devices are not allowed.

On the GM 2 litre Pro 2 engine camshafts are free. On the GM 2.3 litre Pro 1 engine the camshafts are a controlled part supplied by Pickup Truck Racing as part of the performance kit. Vernier cam pulleys are permitted for adjustment only. The cam must be driven by the original drive system using standard production parts. Hydraulic cam followers may be replaced with solid lifters.

The cam buckets can be changed to a larger diameter to suit the cam lift. A maximum of 11.80mm of camshaft lift is all that is permitted; this will be measured as the difference between the maximum and minimum radius of the lobes when measured from the rotational centre of the camshaft.

The only camshafts permitted to be fitted to the 2.3 Ford Duratec Pro 1 and Pro2, the Ford 2.5 Duratec engine and the 2.3 GM engine are those supplied with the controlled performance kit.

With the exception of the connecting rods and pistons, for the GM 2 litre engine, the crankshaft and all bottom end components must remain as standard manufactured items. No modifications are permitted at all (CR 5.1).

It is permitted to replace the connecting rods on the GM 2 litre engine. The replacement connecting rods must be made from ferrous material and have the same dimensions as the original component. See illustration P5.

Machining or polishing of bottom end components is not allowed. Localised drilling and grinding is permitted to gain the correct balance of crankshafts and con rods and to gain piston to crankshaft web clearance. Heavy metal may be added to the crankshaft for the same purpose. On the GM Pro 2 engine the front pulley and dampers may be changed to suit the configuration of the oil pump pulley and the alternator drive. However, it is not permitted to change the size of the water pump pulley to one of a better ratio.

Pistons may be replaced on the GM 2 litre engine. Valve pockets are permitted. The pistons must be of a flat top type (this means flat from rim to rim) with a maximum bevel angle machined to the outer edge of the piston crown of 0.75mm to assist in head gasket clearance. The piston top must be parallel to the top of the cylinder block. This means no domes, step-ups or wedge tops or bowls within the piston configurations. The pistons are permitted to protrude the block.

The top face of the engine cylinder block may be machined but only to a maximum of 3mm from the original manufactured item.

The connecting rods on the Vauxhall 2.3, the Duratec 2.3 and the Duratec 2.5 are all controlled components.

You are permitted to machine the pistons but they must be a flat top design or be machined in a flat top piston. Valve pockets are permitted. Compression ratio must be maintained within the maximum permitted of 11.5 to 1 for the Ford 2.3 Duratec, the Ford 2.5 Duratec engine and the GM 2.3 litre engine with no tolerance whatsoever.

5.7.6. Exhaust systems:

The Ford Ranger 2.3 Duratec and the Ford 2.5 Duratec engine exhaust system is a controlled part including manifolds and secondary pipes up to the point that all pipes join into one plus 100mm and must be fitted without any modifications whatsoever.

For the GM engine the exhaust manifolds are free with the exception that the manifold must be retained within the confines of the front upper and lower chassis rails fitted within the engine compartment with an air gap of 25mm between any exhaust part and any suspension components. The internal diameter of the exhaust primary pipe is free but must remain constant from the exhaust port flange through the entire length of the primary pipe. It is not permitted to have any form of constriction or expansion sections in the primary and secondary pipes

The exhaust system on the GM and Ford Duratec engine must pass through the gearbox/propshaft tunnel and have either a single or twin silencer system fitted within 200mm of the terminated end of the tail pipe. The system may exit via either of two sources, either exiting the rear panel, angled directly to the ground by 35 degrees or terminating under the rear buck area of the Pickup Truck finishing behind the rear axle again angled by 35 degrees to the ground. It must be securely fastened to the chassis. The noise level must meet the criteria CR 5.16.

Any part of the exhaust manifolds or exhaust system may be wrapped in heat barrier tape but a fire blanket or alternative system of containing heat other than that described above is not acceptable. It is permitted to have any parts of the exhaust manifold or system coated externally in any type of ceramic materials or Thermo Met type hard lagging. It is not permitted to have any parts of the exhaust manifold or system coated internally in any type of ceramic materials

All lambda sensor plugs must be split pin or lock wired.

The tunnel is a controlled component and is constructed using fire retardant material. In addition, it must have fire retardant heat barrier material bonded onto the inside of the tunnel. This material must be added to the front bulkhead, footwell, pedal box and the full internal of the tunnel. Tunnel heat shield material must be added to the exterior of the tunnel up to the gear lever.

5.7.7. Ignition systems:

GM 2 litre engine type C20XE must be fitted with the crank trigger disc that is bolted directly to the crankshaft must remain a standard production part, un-modified in any way. It must be fitted to the crankshaft as produced with no slot adjustments. The only disc allowed is part number VX90324721 and it is only permitted to be fitted with the electrical switch, part number Bosch 0261210030.

GM 2.3 litre engine type C20XE must use an external crank trigger part number N0309. The crankshaft front pulley must be used unmodified as must the signal switch and mounting bracket part number N3327. These are controlled components supplied by Pickup Truck Racing and are not permitted to be modified.

The Ford Ranger 2.3 Duratec Pro 2 uses a crank trigger system as original equipment. The crankshaft pulley / trigger wheel part number is N0308 fitted with a signal switch part number N3326. Both components are controlled items and are not permitted to be modified.

The Ford 2.5 Duratec engine uses a crank trigger system as original equipment. The crankshaft front pulley is a controlled part, number N0312 with signal switch number N3328. These are both controlled parts and may not be modified in any way.

The only ignition systems allowed to be used are those built under licence by MBE systems on behalf of Pickup Truck Racing. These are only available from Pickup Truck Racing. The ECU pack is a controlled unit and must be installed in the position provided in the top of the dash.

There are four types of ECU,

- 1) The injection version of the GM C20XE 2 litre engine known as Pro2, part number N3305
- 2) The 2.3 litre GMC20XE, part number N3320
- 3) The 2016 2.3 litre Ford Duratec, part number N3318.
- 4) The 2018 2.5 litre Ford Duratec, part number N3319

All have a fixed advance curve and a rev. limiter set at 7,500 rpm for all. Each unit is sealed and coded and the listing of the codes is held by the permit holders and the Eligibility Scrutineer for the championship.

All MBE ECU management boxes carry a certificate of conformity with a Pickup Truck sealing number. These are the only permitted units that can be used. If any unit or wiring harness is found to be tampered with, resistors added, bypassed or replaced with another non-certificated unit the offender will be reported to the Clerk of the Course and penalties will be actioned by the Motorsport UK and the championship.

The eligibility scrutineer has the authority to demand to download the data from the controlled ECU at any time. The cost of inspection for any ECU found to be non-compliant when returned to the manufacturer for internal data inspection will be borne by the relevant competitor. See championship regulation 4.4.8

5.7.8. Fuel delivery systems see section CR 5.15.

5.7.9. The engines carry a single selling plate of £8500.00 (eight thousand five hundred pounds) excluding VAT regardless of the type or specification it is built to. The only parts that are permitted to be removed are the wiring loom, alternator, starter motor and clutch. This action is implemented by Pickup Truck Racing management and done at their discretion. Failure to comply with this rule by a driver will mean their disqualification from the championship.

5.8 SUSPENSION:

All suspension has to be used as supplied by the licensed chassis constructor. The suspension components, including the axle configuration, pick-up points, mounting brackets and the design of parts, cannot be modified in any way or form, except for those listed in CR 5(8)1. Reproduction parts must not be used. Lock nuts and suspension rubber bushes/nuts/bolts must remain a standard size, fitted, although a different rubber compound may be used for the bushes, this includes the material known as polyurethane. All bolts and nuts must be made of steel and remain as a standard production item. All nuts must have a minimum of the bolt diameter engaged and be Nyloc where possible. It is not permitted to drill any bolt to lighten or pin them.

5.8.1. Permitted modifications:

- 1) All suspension components must have a minimum of 20mm of the rod end thread placed into each boss that make up the component
- 2) Rod ends may not be a substituted specification. They must be original components Aurora XM8T (Wishbones / axle link bars), Aurora VCM8 (Axle watts linkage), Aurora VCB8 (Steering).
- 3) Springs must be a single piece unit 2.25" (60mm) type. It is permitted to use a selected spring rate of:
 - Front: between 650 pounds (295 kg) and 900 pounds (409 kg)
 - Rear: between 180 pounds (82kg) and 300 pounds (136kg)

The length is free, but the spring must replace the original unit and fit in the same manner without any modifications whatsoever.

It is permitted to use a flat type spring assister up to a spring rate weight value of 5kg to maintain the spring caps in position. Progressive springs are not permitted.

- 4) Front and rear anti roll bars are a controlled component within the chassis and are supplied by the chassis constructor. The front roll bar is not adjustable and it is not permitted to be modified to gain a different torsion value to roll bar via the drop links and in dry conditions the front anti roll bar must be connected at all times. There are options for 3mm, 4mm, 6mm and 8mm to suit the front and 2mm and 4mm for the rear. They must be mounted on the same chassis brackets using the same alloy blocks and the same adjusting system. No anti roll bars or shock absorbers may be adjustable from the driver's seat. It is permitted to race with rear anti roll bars disconnected or removed. When a race is declared wet it is permitted to remove one of the front roll bar links.

5.8.2. Prohibited modifications:

- 1) Telemetry or suspension mapping systems of any type are not permitted to be fitted to the Truck on race days, practice days or official test days.
- 2) For 2026 there is one permitted shock absorber. These are supplied under licence from Nitron Racing Systems Ltd, they are controlled units built to Pickup Truck Racing specification. The shock absorbers are only permitted to be serviced by the relevant licenced contractor and thereafter sealed and documented by the Eligibility Scrutineer. The shock absorbers removed from the truck may be held for inspection or testing as in CR 4.1.2.
- 3) The shock absorbers must not be re-valved, re-stroked, have air pressure changed, have the oil changed or be modified in any way or form. Air may not be directed towards the shock absorbers and no additional brackets, cowling or materials may be added to make them work more or less efficiently.
- 4) The only bump stops allowed are of a total of 30mm in length and it is not permitted to use them to control the ride height or the suspension movement.

5.8.3. Wheelbase/track:

- 1) The maximum front track width is 1775 mm
- 2) The maximum rear track width is 1760 mm
- 3) The total wheelbase, centre to centre is 2692mm +/-8mm
- 4) All measurements taken at centre line of axles.
- 5) The wheelbase track width must be a maximum of 6mm offset left to right, front and rear.

5.8.4. Ride height:

At all times there must be a minimum clearance, under all areas of the floor and bodywork with the driver in the Truck, of 75mm with the exception of the certificated jack anti-skid plate, the sump pan, guards or bell housing. The ride height can be checked as the Truck is presented for technical inspection during qualifying, post qualifying and post-race inspection with no adjustment allowed. The delegated area for the flat floor measurement will be identified by Eligibility Scrutineers within the drivers briefing at each event and via the pre-event bulletin.

Ride height checks can be carried out at any time with wet or dry tyres.

5.9 TRANSMISSIONS:

The only permitted gearbox is a Quaife gearbox built to Pickup Truck Racing configuration and specification. This is a controlled gearbox, part number PTRQBE60G4 which has four forward gears and operates a sequential gear change.

1 st	2.04 to 1
2 nd	1.54 to 1
3 rd	1.21 to 1
4 th	1 to 1

Using a tooth count of:

GEAR RATIO	TOOTH COUNT
------------	-------------

		Main Shaft	Layshaft
1 st	2.04		
2 nd	1.54	24	17
3 rd	1.21	20	18
4 th	1.00	21	23
Reverse	N/A	N/A	N/A

All gearboxes must be fitted with a breather pipe feeding into a reservoir. The flywheel fitted to a GM 2 litre and GM 2.3 litre engine must be a steel replacement part fitted with a standard diameter, starter ring gear. The Ford flywheel is a controlled component and may not be modified or altered in any way.

The Ford 2.3 litre and 2.5 litre Duratec flywheel is a controlled part, number N0305 and may not be modified in any way.

The starter motor must be mounted in the standard position forward of the bell housing and be operational at all times.

5.9.1. Permitted modifications:

- 1) The gearbox bearings may be changed.
- 2) Gear selection must be operated by the gear lever being directly connected to the gearbox main case. It is only permitted to reposition the gear lever using the manufacturers application for the purpose of suiting the stature of the driver and seat position.
- 3) The clutch is free but it must have drive plates with a minimum diameter of 7.25 inches.
- 4) The clutch mechanism must only be foot operated except in the case of proven disability. The hydraulic slave cylinder is permitted to be internal or external to the bell housing.
- 5) The gearbox must be drilled to accept the standard championship seals achieved by linking the front and rear main cases together.
- 6) It is permitted to fit a recycling oil pump for the purpose of cooling or to spray oil into the gear cluster. This pump may be mechanical or electrical. CR 5.4.3
- 7) Gears may be REM Superfinished. This is the only permitted process

5.9.2. Prohibited modifications:

- 1) No other additional electronics may be fitted within the engine management system, which would facilitate the engine to operate traction control systems.

5.9.3. Drive:

The only axle permitted is that supplied by the licensed chassis constructor and is to be maintained as original equipment with the exception of a maximum of 0.25 degree of negative or positive camber either side. The licensed chassis builder reserves the right to supersede this component using new core product.

Axle breathers are mandatory and must feed to a reservoir. The axle must be located by using all four original link bars.

The position of the axle is determined by the main hoop of the roll cage to the centre of the axle, and this must be 965 mm +/- 8mm and it must be placed equally from each wheel side to the centre line of the chassis. The only permitted rear wheel hubs are those supplied by the licensed chassis constructor and must be of the steel type. Locked, free or limited slip differentials are allowed. No one-off or development units are allowed.

There are only two permitted final drive ratios. Option one is the 3.75 to 1 as fitted in a Ford Atlas axle case with a tooth count of 45 crown wheel 12 on the pinion. Option two is the 3.77 to 1 aftermarket replacement with a tooth count of 34 crown wheel and 9 on the pinion.

The only permitted differential pan cover is one supplied by the chassis constructor, which must be fitted. It is permitted to fit a recycling oil pump for the purpose of cooling or to spray oil into the pinion. This pump may be mechanical or electrical (CR 5.4.3 applies).

Drilled halfshafts are not permitted. The material content and the sizes of the differential splines of the halfshafts are free but must be a direct replacement not changing the original design or characteristics of its operations. The final drive must be sealed by linking the two rear cover bolts.

The axle must be fitted whereby the nose of the differential is angled down at the pinion by a minimum of 1.50 degrees, relative to the chassis horizontal plane. The measurement is taken at the pinion flange.

If the championship visits a venue where the final drive and gearbox ratios do not allow the engine to perform, Pickup Truck Racing management will make an alternative final drive ratio available to suit that venue.

- 5.9.4 The propshaft manufacturer/supplier is free, however they must be made of steel and painted white. The propshaft must be a one-piece unit of a minimum diameter of 3.0 inches, (76mm), and fitted with appropriate universal joints to suit. Propshafts fitted with an internal bonded rubber section to relieve shock loading are accepted as a one-piece prop shaft.

The tunnel must be fitted with a minimum of two full propshaft hoops excluding the chassis cross tubes at the rear of the tunnel. The chassis cross tubes are not allowed to be removed.

5.10 ELECTRICS:

5.10.1. Exterior lighting:

Two brake lights need to be fitted as shown in illustration P8. The brake lights to be used are a Ring Light part number RL014 and they are 80mm x 70mm. They are a square light, and you may use an LED copy BUT they must be square and be the same minimum size.

The lights are required to be fitted on the inside of the rear window on the centre line of the glass as shown. If you already have the thin LED light above the rear window it can be retained and operational, but it is extra to the new lights required to be fitted. It must be fitted below the roof line and in the centre of the cab rear panel, either externally above the rear window or internally on the inside of the window mounted as high as possible. It must be mounted horizontally, have a minimum surface area of 49 sq. cm. and a maximum area of 98 sq. cm CR 5.6.1. When New Generation panels are being used the four rear lights and brake lights must be operational at all times as must the day lights within the front grill.

- 5.10.2 A rain light is required to be fitted centrally on the back of the cab above the rear window. It must be an LED configuration with a minimum surface area of 49 sq. cm. and a maximum area of 98 sq. cm and be operational at all times. When on it must be a constant illuminated light.

5.10.3 Batteries:

It is only permitted to have a single battery fitted to the Truck within the battery mounting tray as fitted to the chassis by the licenced chassis constructor. The battery must be of a type compatible with the output of the alternator and the pulley configuration. The battery must be of a suitable power rating to start and power the Truck at all times. A battery isolation switch must be fitted. This must be operated via a stop cable positioned externally. Just in front of the windscreen there must be a facility for the driver to operate the switch from the driving position. Both switches must be clearly identified.

Batteries employing a non-lead/acid chemistry must be selected from the current Motorsport UK list of registered manufacturers and comply with NCR Ch.7 App.5 Art.1.6 and the make and chemistry must be registered with the Eligibility Scrutineer before installation and entered on the Declaration sheet at every event.

5.10.4 Generators/alternators:

An alternator must be fitted to the GM engine and must be operational at all times. The pulleys may be changed to vary speeds and different belt configurations may be used. (CR 5.7.5.2) (CR 5.1)

The Ford Ranger 2.3 Duratec engine and Ford 2.5 Duratec engine must use an alternator fitted to the block in its original position. The alternator must use a multi rib belt. The alternator can be either a replacement item with a change of pulley size or OEM component.

5.10.5. Starters:

Starter motors must be to a specification that, together with the battery, will start the Truck at any time and be operational at all times.

5.10.6. Digital dashes:

LED/digital dashes are not acceptable nor is any facility to download information from the mechanics of the Truck. It is only permitted to use clock pointer style gauges. The dash must be full width and fitted as designed by the chassis constructor.

It is permitted to install additional instruments to monitor the contents of the exhaust gas and/or an instrument that indicates gear selection, provided that such equipment has no connections, either electrical or mechanical with any other system.

5.10.7 Lap timing:

It is permitted to install a lap timer that utilises the GPS system. Any lap timer must not be mechanically or electronically connected to any of the truck systems other than to provide a power supply if required. The system must not be able to track or log any of the operating parameters of the truck and must be mounted in such a way the driver, with the seat harness fastened, is unable to reach the unit's controls.

Any information recorded by the device must be made available to Pickup Truck Racing on request by either management or eligibility teams. The preferred system is the AiM Solo 2, if any other system is used the software and access codes required to read the information must be made available to Pickup Truck Racing by the team at no cost. (CR 3.13.2)

5.10.8 Recording devices

All Pickup Trucks must have a camera fitted in the interior area of the cab, facing forward and positioned on the right-hand side. It must be focussed below the level of the interior mirror to provide a driver's eye view that should include an area of the steering wheel, the dashboard displaying the race number and a field vision of approximately 100 metres.

The camera must be switched on and be recording at all times the Pickup is on track during any free practice, qualification sessions and races. It is the responsibility of the competitor to ensure that the camera's battery is charged, and the camera is recording.

Failure to have an operative recording device as detailed above will be penalised as per 4.3.7

There is a restriction to any advertising (Appendix 6.2.6). The dash must show the race number of the respective Pickup Truck the camera is fitted to.

The Championship Organisers have the rights to any camera material prior to the driver or team, whoever it belongs to. This material must be un-encrypted.

5.10.8 Radios:

All Trucks must be fitted with an operational radio system which must be supplied or accepted and certificated by Autotel Race Radios when practicing, qualifying or racing. The radio must be adequately powerful whereby communication is maintained at all times while on circuit between race control and the driver. The radios must be programmed to receive only on one single channel.

It is not permitted for the driver to carry a mobile phone at any time while in controlled areas or during practice, qualifying or racing or have one in the Truck.

Radio transmission via driver to pit crew and pit crew to driver is not permitted although the pit crew is allowed a system for listening only to monitor conversation between race control and driver.

Pickup Truck Racing will operate a monitoring system.

Radio frequencies used by race control and a driver must be licensed by Autotel Race Radios, Unit M Loddon Industrial Estate, Loddon, Norwich, NR14 6JD Tel 01508 528837 for use in the UK by the appropriate regional office of the Radio Communication Agency.

The driver will be suspended from testing, qualifying and racing if the radio is deemed to be non-compliant or non-operational. All radio transmission must be made in the English language.

5.11 BRAKES:

5.11.1 The only permitted brakes at present are: -

Front: Wilwood Superlite Ila Calipers

Part number: WW120-3194-1.38/1.38R (B2320)

WW120-3194-1.38/1.38L (B2310)

WW120-11128-1.38L/1.38R (B2008)

Rear: Wilwood Dynalite

Part Number: WW120-9689 -375/1.75 (B2430)

These are the only calipers permitted, and the Championship Organisers reserve the right to replace with superseded items or use an alternative supplier.

Front discs must be a cast rotor in vent form.

Size 309.6mm diameter +/- 3mm and 20.6mm thick +/- 1mm.

Part number WW 160.5843 (B0320)

Or WW160.12289 RH / WW160.12290 LH

Rear disc must be a cast one-piece solid type.

Size 240mm diameter +/- 3mm and 10mm thick +/- 1mm.

Part numbers, Right Hand B0301 Left Hand B0300

It is not permitted to carry out any modifications whatsoever to these discs. None of the discs as supplied have slots/grooves/dot in the surface area of the discs.

5.11.2. Permitted modifications:

- 1) The brake pad and its material content are free.
- 2) Brake duct tubing is permitted. The two front bumper panel ducts are the only means of transferring air to the front brakes, hubs and rotors. It is not permitted to blank, increase or restrict the airflow via any fixings to the external face of the bodywork or via the apertures placed in the front face of the body panels.
- 3) Any air required to cool the rear brakes and hubs can only be taken from under the vehicle and only be scooped via a duct system with an aperture total size 75mm x 150mm each side. The duct must be mounted in front of axle within 350mm of the rear brake caliper and no lower than regulation ride height.
- 4) Electrical duct fans are permitted to be fitted that will Take air from the brake duct apertures in the front panel to feed the front hub carriers, brakes and centre of wheels only.
- 5) The braking system must operate efficiently on all four wheels. Brake proportioning valves are permitted to be fitted in the front and rear brake lines. The fluid pressure must be displaced equally across axles either front or rear.
- 6) A heat shield may be fitted to the chassis to protect the brake fluid reservoirs against rising heat from the exhaust system.
- 7) It is permitted to replace the front caliper brake pad retaining pins with caphead bolts and spacer tubes.

5.12 WHEELS / STEERING:

5.12.1 Permitted options:

The only permitted wheels to be used for 2026 are those supplied by the licensed chassis manufacturer. Option 1 is a single piece aluminium wheel – part number W0305

Option 2 is a two-piece aluminium wheel – part number W0306

It is permitted to fit option 1 and 2 wheels to the car at one time as long as the type of wheels are the same on the front and rear on either side of the vehicle.

- 1) It is permitted to change the colour of the wheels from the original manufactured colour. It is permitted to use a maximum of two colours and all wheels must be the same.
- 2) Pop-off valves are not allowed. No wheel spacers are permitted.

- 3) The wheels must be fitted with an open competition nut showing a full nut of thread. This is a controlled part, wheel nut part number W3401

5.12.2 Dimensions: 8.5" x 15".

5.12.3 Steering:

The only steering system permitted is that supplied by the licensed chassis builder as original equipment or any equipment supplied by the licensed chassis builder that may supersede it, there may not be any additions made to it or any modification other than shim spacers between the rack mounting blocks and the chassis mounting. The type of quick release steering wheel assembly is free and collapsible column spacers are acceptable. The fitting of steering wheels of different types/ sizes/ offsets is allowed, as is collapsible column adaptation. It is recommended that steering wheel nose pads are fitted.

5.13 TYRES:

5.13.1 Specifications:

The only type of tyre permitted is the Hoosier Racing Europe tyre supplied in dry and wet specifications.

Part numbers:

These may not be cut or altered in any way from that supplied by the manufacturer. This includes buffing. Between races tyres can have surface material residue removed by using a hand-held scraper, blade or low temperature heat gun. Tyre warmers, space heaters or any similar devices for heating or softening the tyre compound are not permitted at any time. The use of any chemical mixture that is placed in the vicinity of, or applied to, the tyre, that would re-structure the compound of the tyre, is also prohibited. Any wet tyre must have a minimum of 3mm of tread across the face of the tyre for 80% of its width and 80% of the diameter of the tyre at the start of the race it is to be used in.

5.13.2 Nominated manufacturer: Hoosier Racing Tyre Europe

5.13.3 These are a controlled tyre supplied by Hoosier Racing Tyre Europe who have a number of criteria that must be met. Hoosier recommends the following.

Cold tyre pressure pre-qualifying and pre-race must be a minimum of 20 psi (1.4 Bar)

Tyre temperature spread difference from inside to outside shoulder must not exceed 15 degrees Celsius.

Valve dust caps must be fitted at all times.

5.13.4 A total of six tyres are all that are permitted for use on race days and in official practice. Of these six tyres only one is allowed to be new, the remaining must be selected from those declared at a previous 2026 event. The tyres must have two barcodes fitted by the manufacturer at the point of production. The relevant coding and designated numbers must be recorded on the documented tyre sheets and registered with the Eligibility Scrutineer at scrutineering. At the time of practice, familiarization or racing no other dry tyres may be present in the pit lane or relevant garage.

At certain events the new tyre allocation may be increased to accommodate extra races or the demands of the circuit. These tyres can be new or used and are extra to the normal allocation already submitted on the declaration sheets.

If the Truck is involved in an accident or incident which has caused damage to the tyres it will be at the discretion of the Eligibility Scrutineer as to whether extra tyres may be allocated for use. Additional tyres to be used will be on a like for like basis.

Damage caused by exceeding track limits will not be considered an accident or incident.

The Eligibility Scrutineer reserves the right to refuse usage of any part worn tyre that they deem unsafe.

In wet weather, (regulation CR 3.7.2, the competitor has the choice to select their tyre from part numbers WET or dry mixing any tyre on any axle.

Every registered competitor, at their first round of the 2026 Championship is permitted to register a total of eight dry Hoosier tyres, four of which may be new, four used, all used tyres must carry bar codes on both sides of the tyre and need to have been previously registered with the competitor in 2025.

Each registered driver to the championship is only permitted to register six wet tyres, thereafter any new wet tyre can only be introduced upon proof of excessive wear and tear, and when the tyre is measured to be below the minimum tread depth shown in 5.13.1. The decision can only be made by the Eligibility Scrutineer. All wet tyres introduced in 2026 must have a barcode on the inside and outside and be registered on the declaration forms at each event.

To assist teams working with a restricted budget, these teams will be allowed to run used tyres previously owned by other teams. Proof of originality and transfer of ownership is required and they cannot be returned.

5.14 WEIGHTS:

- 5.14.1 The weight of the Truck, without the driver shall be a minimum of 910 kg and with the driver a minimum of 995 kg. The weight of a Truck can be checked at any time during a Pickup Truck Event, practice or post-race scrutineering at which time no fluids or materials may be added or taken away. Where ballast has to be added, to bring the Truck to a regulation weight, the only permitted area to fit the ballast is in a flat plate format of a size of 360mm x 560mm, bolted to the four gusset plates in the floor using four 12mm bolts on the right-hand side of the Truck. At round one of the championship the truck must be weighed with minimum fuel (3 litres) and this ballast will be, checked and sealed into place by the Eligibility Scrutineer. Any changes to the ballast of the truck after sealing must be checked and approved by the eligibility scrutineer. If a competitor joins the championship after round one this must be done before a competitor's first qualifying session.

Where ballast is required to bring the Truck up to minimum weight exceeds 15kg or should ballast be required to compensate for the weight of the driver or the side bias of the truck, the additional ballast must be placed under the driver's seat or on the bulkhead behind the driver's seat or under the battery inside the battery carrier. The ballast needs to be secured with retaining bolts suitable for the weight carried.

The Truck must have a maximum side bias weight of 49 percent on the right-hand side (passenger side) of the Truck without the driver.

All ballast fixings must conform to NCR Ch.7 App.2 Art.19as a minimum.

5.15 FUEL TANK AND FUEL:

- 5.15.1 Types:

All fuel tanks must be fitted within the area of the designed mounting frame constructed in the chassis. The fuel cell may be changed from the original specification but must meet the following criteria:

- 1) It is only permitted to carry a maximum of 46 litres of fuel.
- 2) Fuel cells may not exceed the dimensions of the frame and that of the original fuel cell.
- 3) Fuel caps must be of an approved type.
- 4) All mounting brackets must be made of Steel and of a material content and size to sustain the volume of fuel being carried.
- 5) The fuel lines must be a steel braided reinforced type fitted with high pressure unions that are compatible with the hose used
- 6) Fuel tanks must be fitted with vent pipe with the exit below the fuel tank and be fitted with non-return valves.
- 7) A heat shield must be placed between the rear exhaust system and the fuel cells. This must also be covered in a heat reflective mat.
- 8) The only permitted injection fuel supply components are:
 - Injection Pump TCP020/3, SHP Part No. F1010
 - Pressure Regulator AIR008, SHP Part No. F3010
 - High Pressure Filter Bullet F1, SHP Part No. F3210
 - Injector SHP Part No. F4316
- 9) It is only permitted to feed the injector rail from one end.

- 10) The maximum permitted fuel pressure for all the engines is 3.5 Bar. The fuel system must be fitted with a pressure test point on the main injector fuel rail feed pipe with a Motorsport UK approved Aeroquip male dry break joint fitted.

Teams must carry a suitable hose equipped with a mating coupling to allow fuel to be drained or fuel samples to be taken from the test point.

- 11) The Ford Duratec 2.3 and 2.5 engine allows the injectors to be positioned in one of two different positions. When option two is selected the original injector apertures must be professionally blanked.

Option one is in the cylinder head as manufactured

Option two is in the throttle bodies

- 12) All injectors must feed the throttle bodies from a top position.

5.15.2. Locations: as above.

5.15.3 Fuel:

The only permitted fuel to be used is that purchased from a roadside service station as pump fuel, Super Unleaded with an octane rating of up to 99 (ninety-nine) octane. This is to be used as purchased with no additives whatsoever. Anglo American, Sunoco, aviation fuel and/or any special mix fuels are not permitted. Random fuel testing will be carried out throughout the season. Fuel samples will always be taken at the point the fuel enters the injection rail. See Championship Regulation 4.4.8 Pickup Truck Racing will alternatively supply the correct fuel as detailed above for the competitor to use during a race Event and the performance will be evaluated

5.16 SILENCING:

Specification: as per NCR Ch.7 App.8 Art.2

- 5.16.1 Where the exhaust tail pipe terminates at the rear axle, the sound test may be carried out using the 2m test. (NCR Ch.7 App.8 Art.3). At certain events or venues, the decibel requirement may be set lower than the Motorsport UK in the UK.

5.17 NUMBERS & SERIES DECALS:

5.17.1 Positions:

To be able to compete in Pickup Truck Racing Championship the Trucks must display competition numbers on each side of the Truck occupying the whole of the rear section of the door being of a size at least 20" high with 3" wide strokes. The race number must also be displayed on the roof of each Truck positioned square to the front screen allowing the number to be read directly from the front of the Truck. This number must be of a minimum size of 20" with 3" wide strokes. The left-hand headlight and rear light must also carry the driver's race number.

The organisers reserve the right to require immediate action to clarify race numbers deemed to be unclear by virtue of the style, size or colour. Silver or gold foil type or reflective number decals are not permitted. Advertising and graphics are not permitted on the sun visors, the rear of the cab, the roof, and within 350mm of the rear edge of the front wings and 220 mm of the leading edge of the doors. These are all areas allocated to Pickup Truck Racing to advertise the products and/or services of sponsors associated with the championship. These will be placed in a uniform manner as laid down by the Pickup Truck Racing organisers.

- 5.17.2 All race transporters and associated team vehicles must clearly show the number assigned to the Pickup Truck and team it represents.
- 5.17.3 All Trucks must have fitted head lights and rear light graphics. These must mirror those of manufactured vehicles. Clear/white rear light graphics are not permitted.
- 5.17.4 No signwriting is permitted on the roof of the Truck except for the race number (size see CR 5.17.1) and the driver's name, which must be written on each side of the roof in a size not to exceed 350mm x 90mm.
- 5.17.5 No advertising, colouring or obstructions may be added to any clear areas or glass other than those specified.
- 5.17.6 It is permitted to add material to the front windscreen decal to aid visibility in bright sunlight. This material must be in the same colour as the respective windscreen decal and must be across the full width of the front screen.
- 5.17.7 Suppliers: All championship sponsorship wing and door decals will be supplied by Pickup Truck Racing Ltd. They must be fitted in the correct order as detailed on the diagram enclosed with the decal pack. Where fitted they must not intrude onto the door race number or vice versa.

TECHNICAL FIGURES AND IMAGES

P1A. DURATEC 2.3 LITRE PRO 2 ENGINE INFORMATION:

ITEM	SHP NO	QTY	DESCRIPTION
1	F4005	1	MANIFOLD
2	F4006	1	T BODY TWIN 45MM
3	F4007	4	INJECTOR POCKET PLUG
4	F4008	4	AIR HORN
5	F4009	1	SENSOR - THROTTLE POSITION – RED OR BLUE
6	F4010	1	LINKAGE KIT - INCLUDED THROTTLE CABLE
7	F4011	1	LINKAGE BRACKET AND ROD
8	F4315	1	SET OF FOUR INJECTORS
9	F4322	1	INJECTOR RAIL
10	N0305	1	FLYWHEEL
11	N0324	1	CAMSHAFT INLET/EXHAUST & VALVE SPRING KIT
12	N3320	1	ECU MANAGEMENT BOX
13	N3321	1	WIRING LOOM – ENGINE MANAGEMENT
14	N3330	1	AIR TEMP SENDER
15	N3331	1	WATER TEMP SENDER
16	R3330	1	WATER RAIL (CYLINDER HEAD)
17	R3331	1	WATER TAKE OFF (REAR HEAD)
18	R3332	1	WATER RAIL BOLT & SPACER
19	R3412	1	WATER HOSE TOP RAIL 90 DEGREE 32MM PLUS CLIPS
20	N0308	1	PULLEY TRIGGER/WHEEL
21	N3326	1	SIGNAL SWITCH
22	X0300	1	EXHAUST MANIFOLDS
23	X8050	1	EXHAUST MANIFOLD GASKET

P2A. GM 2 LITRE INJECTION ENGINE INFORMATION:

ITEM	SHP NO	QTY	DESCRIPTION
1	F4006	1	T BODY TWIN 45MM
2	F4008	4	AIR HORN
3	F4009	1	SENSOR - THROTTLE POSITION – RED
4	F4010	1	LINKAGE KIT - INCLUDED THROTTLE CABLE
5	F4011	1	LINKAGE BRACKET AND ROD
6	F4321	1	INJECTOR RAIL
7	F4316	1	SET OF FOUR INJECTORS
8	H3407	1	ADAPTER UNION 03 M12
9	N3305	1	ECU MANAGEMENT BOX
10	N3306	1	WIRING LOOM – ENGINE MANAGEMENT
11	N3330	1	AIR TEMP SENDER
12	N3331	1	WATER TEMP SENDER

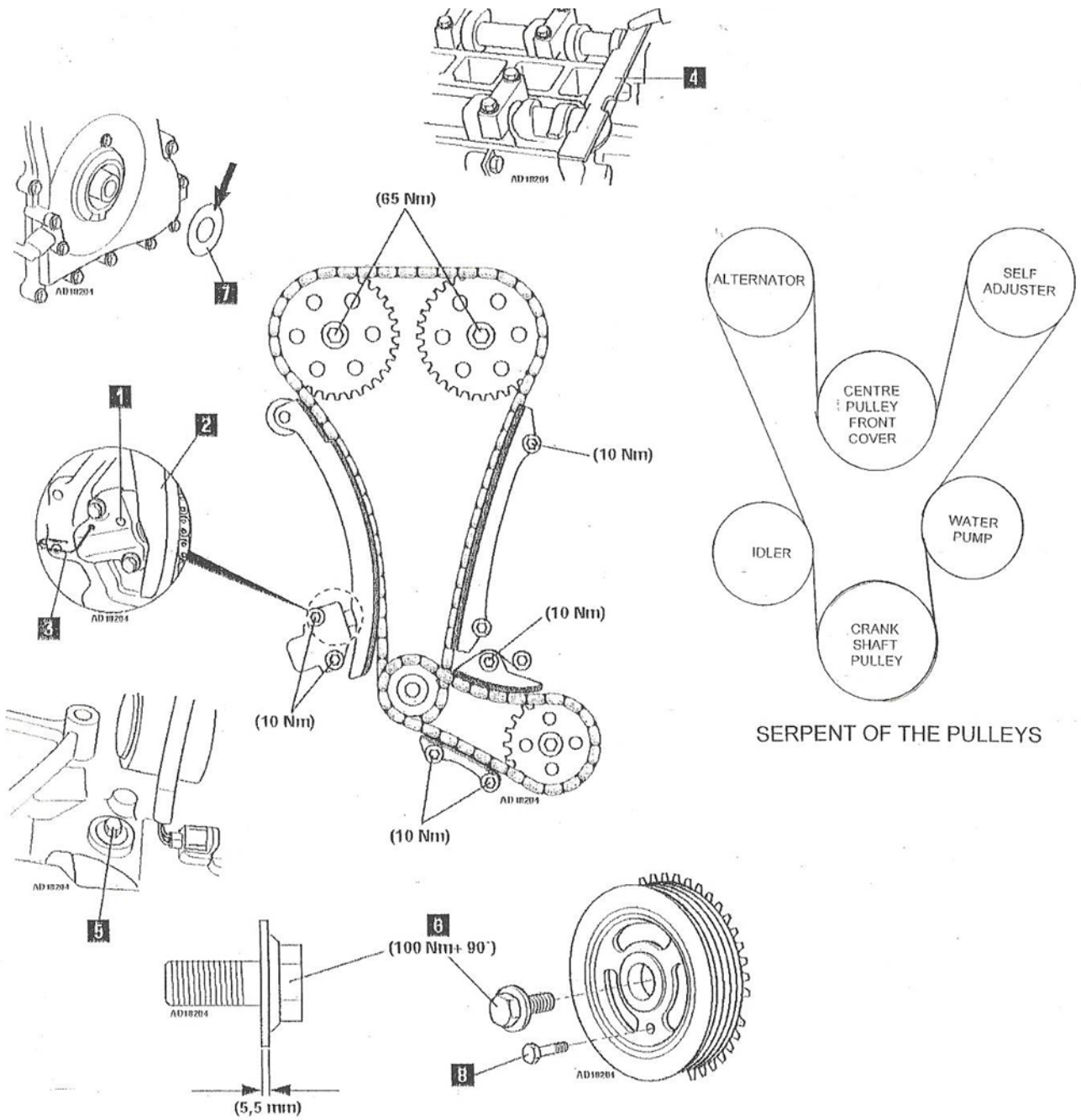
P2B. GM 2.3 LITRE INJECTION ENGINE INFORMATION:

ITEM	SHP NO	QTY	DESCRIPTION
1	F4003	0	THROTTLE BODY KIT CONSISTING ITEM 2 - 7
2	F4006	1	T BODY TWIN 45MM
3	F4008	4	AIR HORN
4	F4009	1	SENSOR - THROTTLE POSITION – RED
5	F4010	1	LINKAGE KIT - INCLUDED THROTTLE CABLE
6	F4011	1	LINKAGE BRACKET AND ROD
7	F4316	1	SET OF FOUR INJECTORS
8	H3407	1	ADAPTER UNION 03 M12
9	N0335	1	INLET/EXHAUST CAMSHAFT KIT
10	N3320	1	ECU MANAGEMENT BOX
11	N3306	1	WIRING LOOM – ENGINE MANAGEMENT
12	N3330	1	AIR TEMP SENDER
13	N3331	1	WATER TEMP SENDER
14	N0334	1	CRANKSHAFT
15	N0309	1	PULLEY / TRIGGER WHEEL
16	N0327	1	SIGNAL SWITCH

P2C. DURATEC 2.5 LITRE ENGINE INFORMATION:

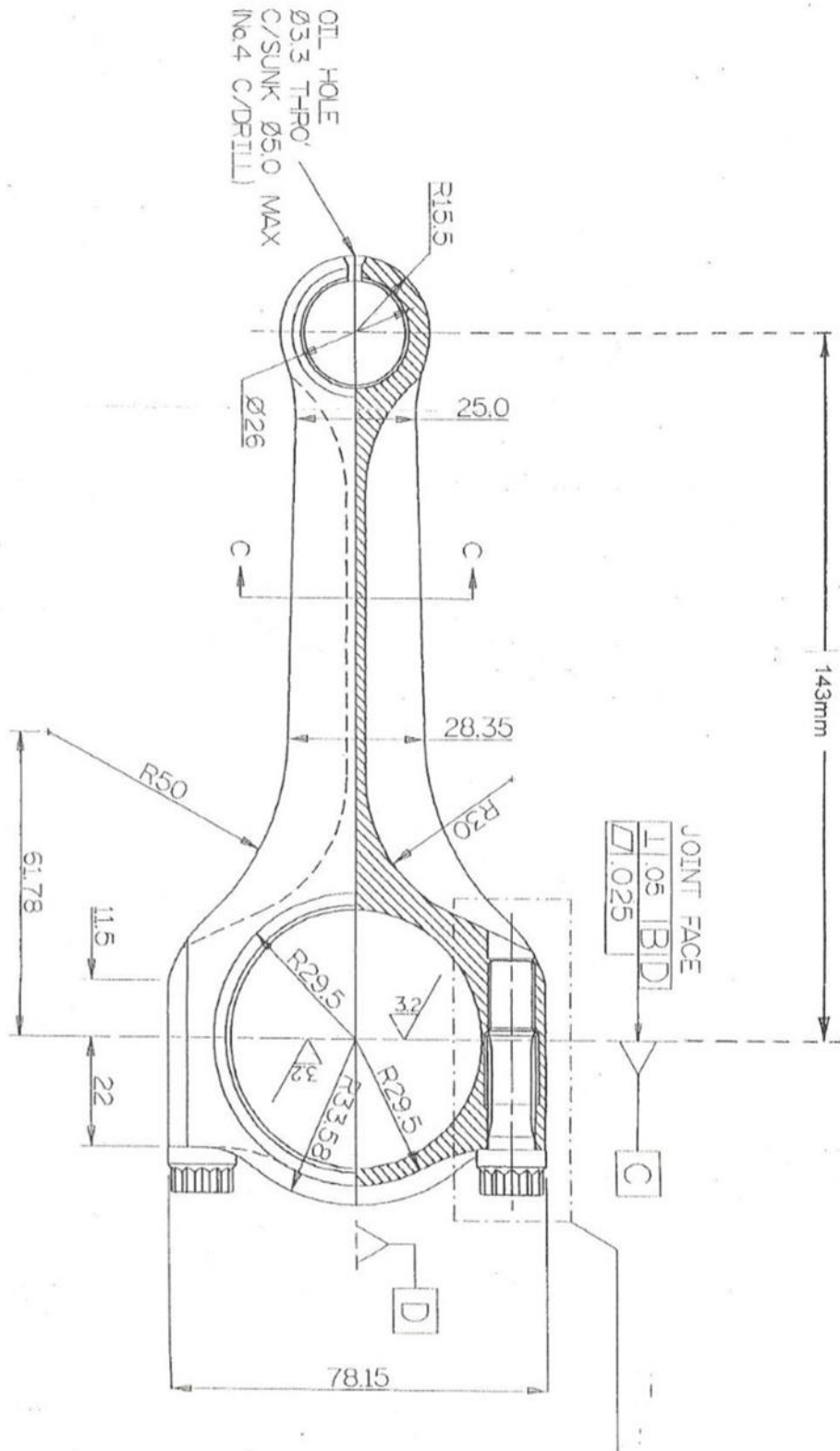
ITEM	SHP NO	QTY	DESCRIPTION
1	F4005	1	MANIFOLD
2	F4006	1	T BODY TWIN 45MM
3	F4007	4	INJECTOR POCKET PLUG
4	F4008	4	AIR HORN
5	F4009	1	SENSOR - THROTTLE POSITION – RED OR BLUE
6	F4010	1	LINKAGE KIT - INCLUDED THROTTLE CABLE
7	F4011	1	LINKAGE BRACKET AND ROD
8	F4315	1	SET OF FOUR INJECTORS
9	F4322	1	INJECTOR RAIL
10	N0005	1	DONOR ENGINE 2.5 DURATEC – NEW
11	N0305	1	FLYWHEEL
12	N0311	1	PULLEY TRIGGER/WHEEL
13	N0320	1	CAMSHAFT INLET/EXHAUST
14	N0323	1	VALVE SPRING SET
15	N3320	1	ECU MANAGEMENT BOX
16	N3321	1	WIRING LOOM
17	N3326	1	SIGNAL SWITCH
18	N3330	1	AIR TEMP SENDER
19	N3331	1	WATER TEMP SENDER
20	R3330	1	WATER RAIL (CYLINDER HEAD)
21	R3331	1	WATER TAKE OFF (REAR HEAD)
22	R3332	1	WATER RAIL BOLT & SPACER
23	R3412	1	WATER HOSE TOP RAIL 90 DEG 32MM PLUS CLIPS
24	R5310	1	OIL PUMP PULLEY
25	X0300	1	EXHAUST MANIFOLDS
26	X8050	1	EXHAUST MANIFOLD GASKET

P3/4. ILLUSTRATION:

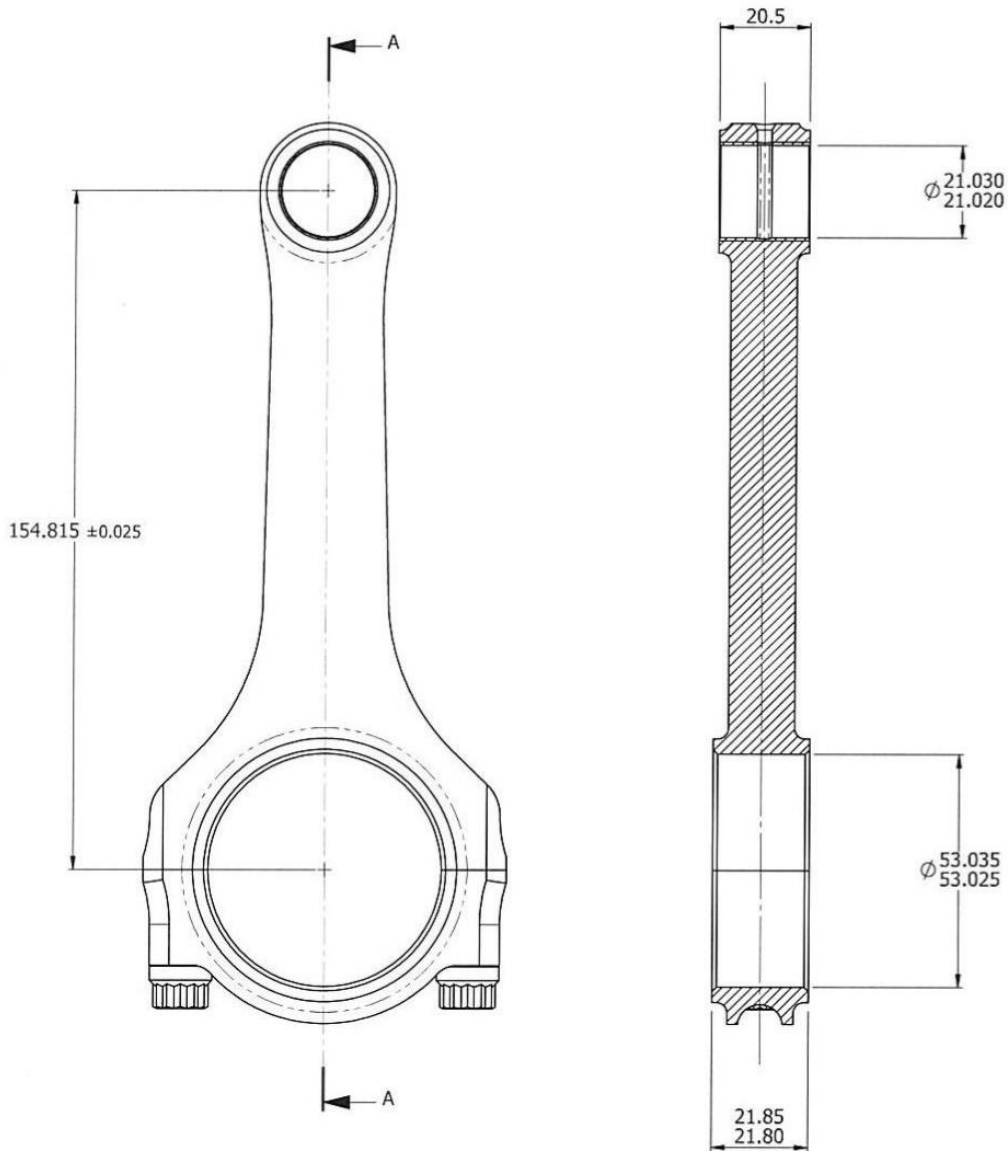


New Image

P5A. VAUXHALL 2 LITRE 16V:





P5B. ARROW ROD 2.3 DURATEC:

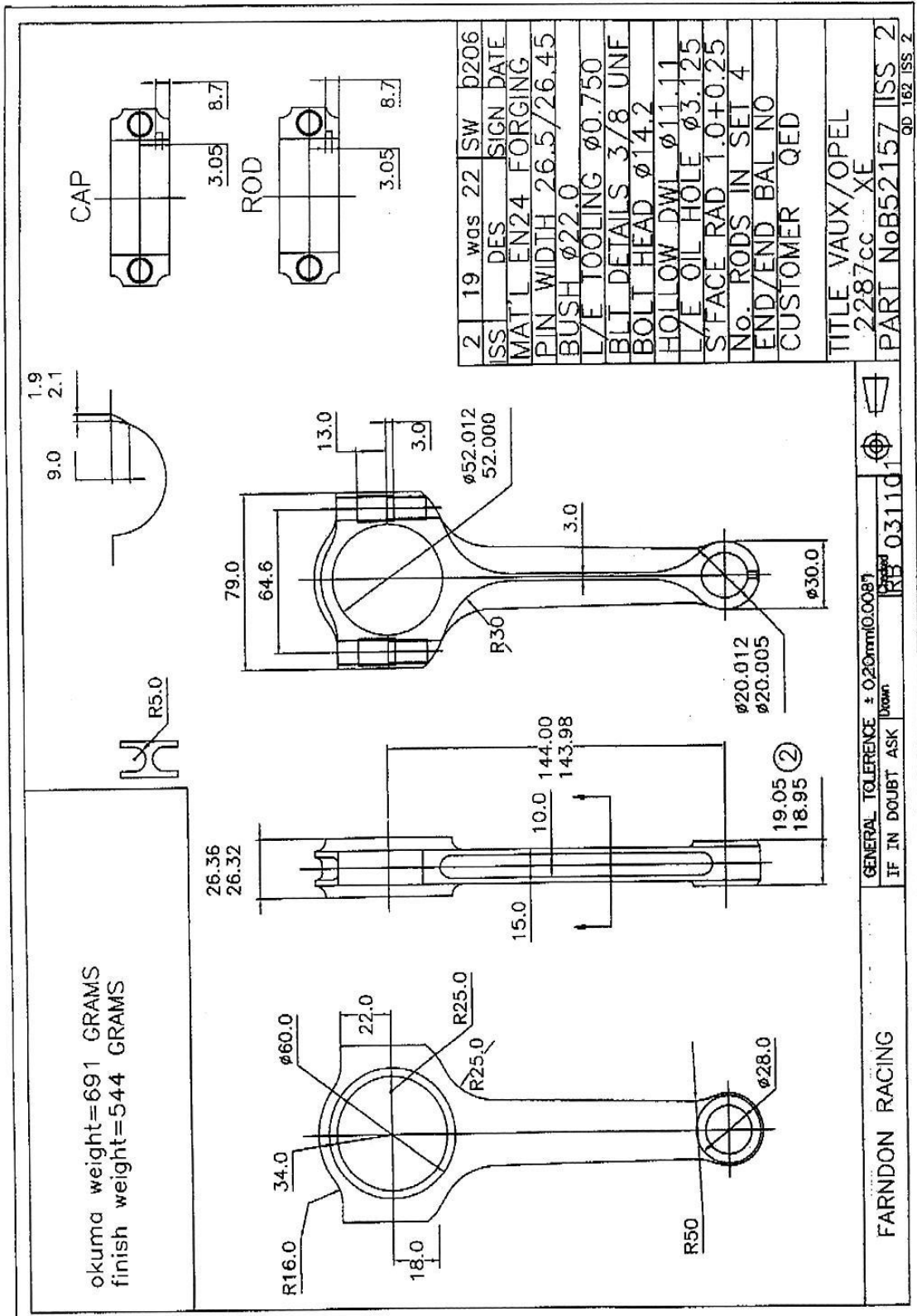


SECTION A-A

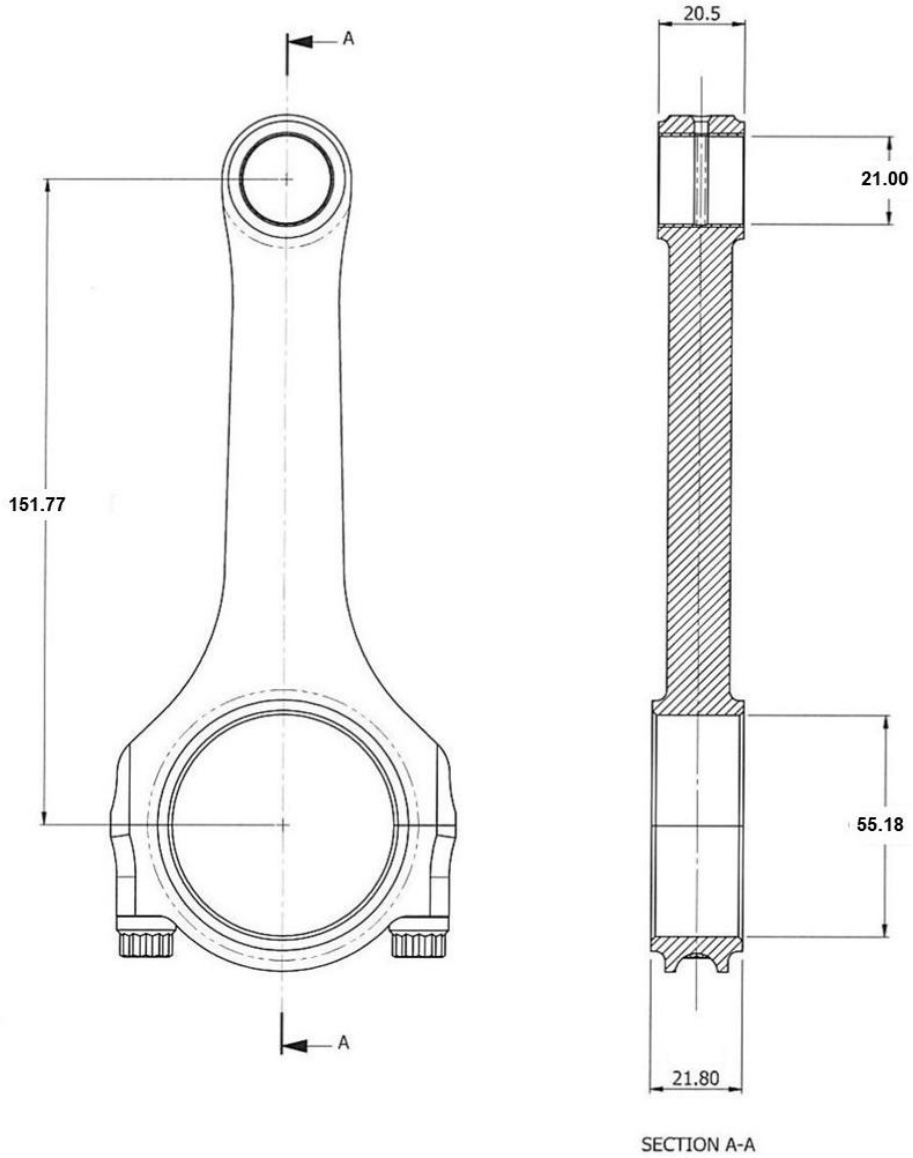
BUSH MATERIAL: CuNiSi ALLOY
 BOLTS: 3/8" x 24 UNJF ARP2000 (4AJ1.500-2SU)
 BOLT STRETCH: 0.140/0.152mm (0.0055"/0.0060")
 ASSEMBLY LUBRICANT: ARROW ASSEMBLY LUBRICANT
 LASER ETCHING: ARROW LOGO, PART & BATCH NUMBERS
 CALCULATED MASSES (g): 531 TOT. / 370 ROT. / 161 REC.

DESCRIPTION		
DURATEC 2.3L		
MATERIAL: 817M40 "X" CONDITION	DRAWN: NH	DATE: 11/12/2014
THIRD ANGLE PROJECTION 	CHECKED: DT	DATE: 11/12/2014
	APPROVED: JK	DATE: 11/12/2014
DIMENSIONS IN MILLIMETRES	SIZE A3	SCALE 1:1
 www.arrowprecision.com TEL +44 (0) 1455 234 200		PART NO.
ARROW 184		ISSUE: 01

P5C. VAUXHALL 2.3 LITRE QED ROD:



P5D. CONNECTING ROD FOR 2.5 DURATEC



New Image

P5E. DURATEC FLYWHEEL

SHP Part Number N0305

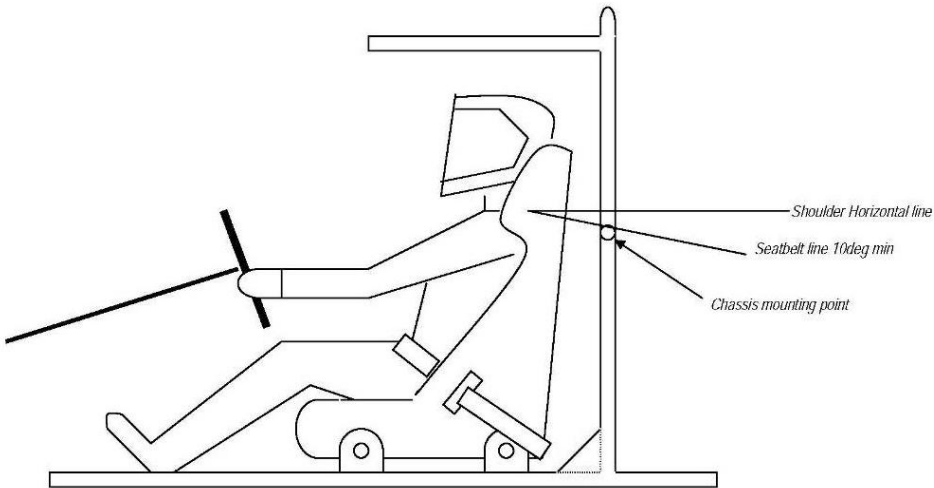
Weight 2.8kg

Maximum outside diameter 289mm

Thickness of flywheel from crank mating face to clutch friction face is 20.6mm



P6. ILLUSTRATION:

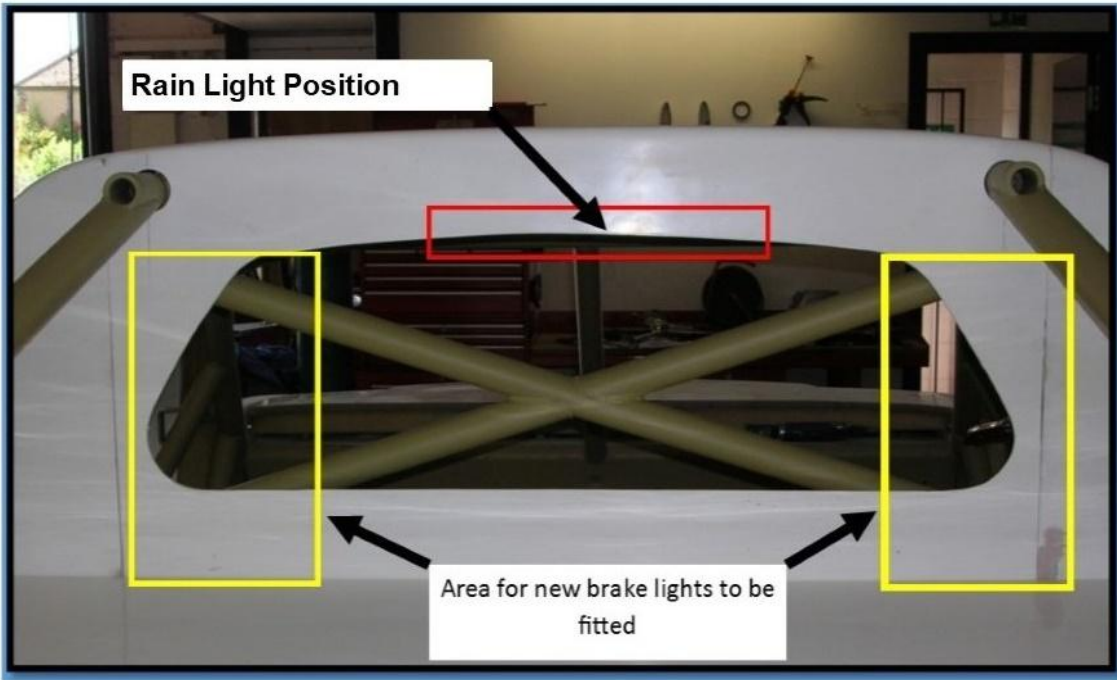


P7. ILLUSTRATION:



P8. ILLUSTRATION:

Pickup Truck Racing, Brake Light and Rain Light position



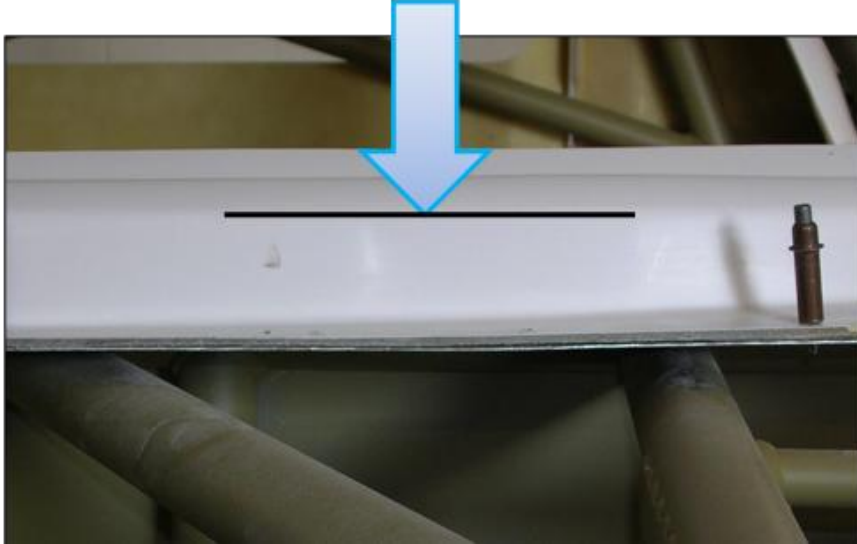
P9. CAMERA POSITION ILLUSTRATION:



P10. ILLUSTRATION – BONNET ALIGNMENT

The rear of the bonnet panel should align vertically with this moulding line on the scuttle panel across the width of the engine compartment and be no more than 7mm longitudinally from this panel.

Cut outs for the wiper and extinguisher / cut off are permitted.



6. APPENDICES

The following Commercial Regulations are “contractual” between the Entrant and / or Driver 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 CLUBS AND CONTACTS:

BARC, Thruxton Circuit, Andover, Hampshire. SP11 8PN
Tel: 01264 882200
Fax: 01264 882233
E-mail: competitions@barc.net

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Undertakings.

- a) The primary objective of the Pickup Truck Racing Championship, through drivers, team principles, team members and officials, is to entertain the paying public. The Championship organisers have contractual rights with the promoters, event organisers and circuit owners to ensure agreement terms are met. The Pickup Truck Racing management team are required to achieve this by implementation and interpretation of the Rules and Regulations of the Championship.
- b) The majority of the Trucks in the championship are owned by the driver therefore any communication from Pickup Truck Racing organisation, the operating clubs or event management will be via the driver.
- c) The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish the minimum requirements acceptable for such events. These rules and regulations shall govern the condition of all events and by participating in these events all participants are deemed to have agreed to these rules and regulations. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.
- d) All competitors, team members (mechanics etc.), manufacturers and persons associated with any of the above agree to be bound by the regulations including any amendments, variations or statements relating to the Championship.
- e) Drivers, and/or Truck owners shall not have any claim against Pickup Truck Racing Ltd. or its Officials or Race Organisers by reason of disqualification or damage of either personal injury or personal property as far as is possible under English Law.

6.2.2 Conduct, Penalties, etc.

- a) All persons admitted to the pit or any other restricted area at any event must obey all rules and regulations set down herein. Each person so admitted must complete and sign all releases of liability requested by the organisers.
- b) All authorised personnel entering any restricted area at an event must conduct themselves in an orderly manner not detrimental to the Championship. Complete attire, including shirt, trousers, shoes and subject to weather, jacket or fleece is mandatory at all times. The clothing must be branded to the appropriate team they are representing and be clean and presentable at all times.
- c) Failure to take part in any of the driver introductions, autograph sessions or official presentations of an event without permission of the Championship Manager or Championship Co-ordinator may result in application of penalties and a fine of £100.

- d) Verbal or physical abuse of a Pickup Truck Racing Official, agent or representative and/or the use of improper language are strictly prohibited. Disorderly behaviour in any restricted area will be referred to the Clerk of the Course and Championship Management who may subject offenders to suspension and/or fine under their powers within these Regulations and Commercial Undertakings.
- e) On the result of CR 7.2.2.d. Pickup Truck Racing is within its rights to withdraw the offending competitor from nominal number of rounds or in full, from the Championship. On this action the retained bond for entry fees will serve as the fine.
- f) Use of any alcohol, controlled substance or drug that may alter an individual's ability to conduct themselves safely at an event is prohibited under H38. Certain Prescription drugs may also be considered subject to the same prohibition. Violation or suspicion of violation of this regulation may cause the offender and any entrant or driver he/she represents to immediate disqualification and possible fine at the discretion of the Clerk of the Course.
- g) It is the driver's responsibility to control the actions of all his/her crew members during the time they are attending an event. It is the driver's responsibility to ensure that all team members and guests meet all curfews, timetables and restrictions. This includes any instructions imposed in the final instructions.
- h) It is the responsibility of the driver and/or team principle to ensure that no member or associated member of their team publishes any adverse or detrimental statement liable to bring the championship into disrepute via the media and/or internet.

It is advised that every person involved in Pickup Truck Racing reads and adheres to the Motorsport UK Best Practice Guidelines for Social Media which can be requested from Pickup Truck Racing or downloaded via the internet.

- i) Pickup Truck Racing is within its rights to impose a fine. This can be imposed on a driver or a crew member of the team. The fine can be imposed for any action deemed to contravene the Regulations and Commercial undertaking of Pickup Truck Racing. The value of the fine will be dependent on the nature of the incident.

6.2.3 Media, Sponsorship, etc.

All participants empower Pickup Truck Racing to represent them in assigning rights for reproduction of permitted race events by electronic and/or print media and automatically assign rights to utilize their names, likeness, etc. in the media related materials and/or advertising of permitted race events.

All Trucks must carry sponsors logos in accordance with illustration H1.

The Championship Promoters reserve the right to exploit image rights including exploitation through any written, printed, filmed, taped, digital, analogical or electronic media whether exposed through TV and radio broadcasting (including advertisements), cinemas, the internet, emailing, texting, imaging, video, electronic and/or digital games, posters, press releases, event programmes, newspapers, magazines, promotional booklets, advertising leaflets, packaging and admission tickets. These rights are reserved for as long as the Championship promoter wishes, free of charge, such rights extending, without further consent, to sponsors and commercial partners of the Championship promoter from time to time as well as its successors in title.

"Image" includes likenesses of drivers, Trucks and team equipment transmitted from and/ or captured and / or produced within the confines of a Pickup Truck Racing event whether or not on the race circuit; whether stationary or moving by hand, film, tape, digitally, analogically, electronically or any other method.

"Image rights" means the right to exploit any image, for whatever purpose including promoting commercial interests, whether or not any such image contains the intellectual property of any entrant, team, driver, sponsor or third party.

6.2.4 Team Organisation.

- a) All-terrain vehicles (ATV's) are permitted in the pit lane area for towing race Trucks or pit trolleys only and may only be use for such up to 20 minutes prior to the circuit opening and must then be removed from the pit lane area. Anyone operating these vehicles must hold a current UK driving licence.
- b) All Trucks and race transporters and associated support vehicles must clearly show the number assigned to the Truck owner by Pickup Truck Racing. This includes pit lane equipment and movement vehicles.

6.2.5 Advertising

No advertising of tobacco or tobacco products is permitted in any shape or form in the Championship. Additionally, any products that are not permitted to be advertised on UK television are prohibited. The Championship Manager reserves the right to censor any advertising deemed to be unsuitable and participation at an event may be prohibited until such advertising is changed.

No advertising or statements on the Truck, team vehicles, or on Drivers' race clothing or team clothing is allowed which may reasonably be considered unsuitable or offensive to the Championship Promoters and organisers, or their sponsors.

The Championship Promoters reserve the right, in maintaining a positive public image for the sport, to approve or disapprove any advertising, sponsorship, message or similar agreement in connection with any event. The decision of the Championship Promoters is final in such matters.

No advertising or statements on the race Truck or the Drivers' race clothing is permitted to conflict with the Championship sponsors without written approval of the Championship Promoters.

Advertising is permitted on the areas identified in the drawings in illustration H1.

6.2.6 Television, Recording and Streaming

The Championship Promoters, have exclusive broadcast, recording, cable, satellite, digital, video, internet and streaming rights to film and record the participation of the Driver, Sponsor, and any other team members at the events and activities throughout the Championship and to licence, assign or otherwise deal with such rights and/ or film and recording.

The competitor accepts without reservation or recourse the surrender of his/her rights (if any) in such matters which may then be used at the Championship Promoters discretion.

It is mandatory to carry on-board cameras, CR 5.10.8

All competitors advised that they are to carry on-board television cameras, may be required to have the approved Championship logo in a position visible to a forward-facing on-board camera. The decision for the positioning of this logo rests solely with the Championship Promoters and their nominated film production company, subject to the performance of the Truck not being impaired.

No other publicity material that is visible to an on-board camera will be allowed on the Truck.

Any competitor who fails to meet these requirements will be penalised by the imposition of a fine of £500 on the first occasion by the Championship Coordinator and the material will not be released nor transmitted. Any further failures may be considered as a breach of these Commercial Undertakings.

Competitors are obliged to assist in promotion of the Championship/ Series by the granting of interviews when requested by the nominated film production company and any other reasonable requests of the Championship Promoters.

Competitors agree to authorise the Championship Promoters to use and licence the use of images and representatives of the vehicles and drivers competing in the Championship for the purposes of producing merchandise exploiting and promoting the Championship. For the avoidance of doubt the right to exploit the interactive games rights of the Championship rests only with the Championship promoters.

6.2.7 Hospitality

Hospitality/entertaining in any way or form of food/ drink is strictly prohibited in paddock areas without prior written consent from the circuit. Each team is permitted to provide general catering for team staff /drivers /family members only, up to a figure no greater than the number of permanent personnel passes issued by the series promoters to the team in respect of their entered Truck(s). Such catering operations can only be conducted in Paddock areas using vehicles granted Paddock access by the Championship Promoters/ Championship Coordinator.

6.2.8 Passes: As per issue via respective clubs and circuits.

6.2.9 Paddock vehicles

- a) Instructions regarding the parking of race transporters, motor homes, etc. will be issued.
- b) Competition Trucks may only be moved in the pit or paddock areas with a current full road traffic licence holder seated in the driver's position and in full control of the Truck.



- c) A speed limit of 10 mph applies in the paddock at each Championship Event.
- d) All non-road registered motorised vehicles may not be used for recreational purposes and may only be used for team personnel on team business during the time limits specified in final instructions for each event. All motorised vehicles and their user must be adequately insured. Proof of insurance may be required.



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**
- **Fair play**
- **Integrity**
- **Good Manners**
- **Self-Control**

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.