

CHAMPIONSHIP BULLETIN 2022

Regulations Amendments & Clarification

W Series

Bulletin Number: 01
Date of Implementation: 29 April 2022
Championship VISA No: RCINT2022/002

The following is an amendment to the official regulations already issued for the above Championship within the rights reserved in Art. 3.6. of the ISC. These will be implemented immediately or as shown. All additions are underlined and in red text. Where appropriate, deletions are shown by strikethrough.

Regulation Amendments:

Article 10.1

10.1 For a period beginning 28 calendar days before the date of sign-on for the first race of the Series (including the date of sign on) continuing through to the conclusion of the last race of the Series no driving of any kind will be permitted by any Driver in any type of car on any track (or part of any track) that is scheduled to host a Race of the Series until after that Race of the Series has taken place. The only exception to this is a promotion or demonstration initiated and approved by the W Series Organising Committee for the purposes of promoting the said event.

~~Should a Driver have been given permission by W Series to race in another championship which has a race at the same venue as the Series and which falls within this restricted period then that Driver may participate in the race at that venue provided, they are competing in the full championship and not on a one-off basis which would be seen as an attempt to circumvent these Regulations.~~

New Article 17.7

17.7 For events than include one Race, each driver's fastest official lap time in qualifying shall determine the grid for that Race. For events that include two Races, each driver's fastest official lap time in qualifying shall determine the grid for Race 1, and Each driver's second fastest official lap time in Qualifying shall determine the grid for Race 2.

Article 18.15

18.15 Overtaking during the formation lap is only permitted if a Driver is delayed and the cars behind cannot avoid passing it without unduly delaying the remainder of the field. Any driver delayed in this way, and who is unable to re-establish the original starting order before reaching the first safety car line, must take the start at the back of the grid.

Article 43.3

43.3 Subject to Art. 43.6 and Art. 43.3.1 below each car will be allocated two sets of dry weather tyres and two sets of wet weather tyres for each event. However, the W Series Organising Committee reserve the right to increase this allocation for safety reasons should the need arise.

New Article 43.3.1

43.3.1 Where an event incorporates 1 x Free Practice, 1 x Qualifying and 2 x Races, the following will apply with regard to the allocation of tyres:

Each driver will have an allocation of three new sets of dry tyres for the entire event and these tyres must be used in the following manner:

- 1) All Sessions: Tyres must remain in their original sets at all times. Tyres may not be mixed between sets or swapped from side to side within a set.
- 2) Free Practice: Each driver will have use one new set of dry tyres marked up as set #1 along with one set of wet tyres. Following the end of Free Practice the dry set will be stripped and remounted with a new set for use during the remainder of the event. No carry over tyres are permitted. Provisions for mounting a second set of wets will only be made if the Race Director determines that conditions so require.
- 3) Qualifying: Each driver will have two new sets of dry tyres marked as set #2 and set #3. These sets may be used (or not used should a driver wish to save a new set for one of the races) at the driver's sole discretion throughout qualifying.
- 4) Races: Set #2 must be used in Race 1 and the tyres marked up as set #3 must be used in Race 2 regardless of what order they were run in qualifying, or even if they were not run in qualifying.

Reason(s):

Article 10.1

Following several queries from competitors for clarification, the matter has been referred to the Championship Stewards for their consideration. The stewards consider that the second paragraph of this regulation should be removed to allay uncertainty and ensure fair competition.

New Article 17.7

Clarification on how the grids shall be determined at each event.

Article 18.15

Correction of typographical error.

Article 43.3 & New Article 43.3.1

Introduction of additional set of tyres allocated on safety grounds at events where there is more than one race.

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