

SERIES BULLETIN 2023
Regulations Amendments & Clarification

C1 Racing Series

Bulletin Number: 01
Date of Implementation: 03 August 2023
Series Certificate No: RS2023/057

The following is an amendment to the official regulations already issued for the above Series within the rights reserved in Art. D11.1 of the General Regulations. These will be implemented immediately or as shown subject to Motorsport UK yearbook regulations. All additions are underlined and in red text. Where appropriate, deletions are shown by strikethrough.

Regulation Amendments:

Article 2.4

2.4 PRACTICE/QUALIFICATION

- 2.4.1 Should any practice or qualifying session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.4.2 Each driver must complete a minimum of 3 laps in the car (or any car to be driven by the competitor) to be raced and in the correct session in order to qualify. Motorsport UK regulations (Q12.4). Should any competitor fail to take part in the qualifying session, they must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of GR Q12.4 are met.
- 2.4.3. The grid will be determined by drawing lots, the time and place of which (normally before the Team Manager briefing) will be confirmed in the Final Instructions or Event Briefing Notes sent out prior to the event. However, the organisers reserve the right to amend this to any of the determining methods listed in Motorsport UK Regulation Q 12.9.2.

The winning drivers of a race will start the next race in the series in which they compete from the back of the grid. Should the winning drivers be entered across more than one car in the following race, each of those cars will start from the back of the grid in an ordered determined by the Clerk of the Course. For the first race of the season, all grid places will be determined by drawing lots.

~~At events with two races, only one qualifying session will be held. The grid positions for race 1 will be based on fastest qualification times. Should any competitor fail to take part in the qualifying session, they must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of GR Q12.4 are met.~~

The grid for the second race will be based on a draw carried out by the Series Coordinator and witnessed by the Clerk of the Course. The draw will be between those who finished the first race in 6th, 7th, 8th, 9th and 10th positions, and only one ball will be drawn. Whichever ball is drawn, the competitors who finished the first race from that position forward, will start the second race in the reverse of that order. All other competitors will line up as per their finishing positions from the first race (subject to any grid penalties being applicable). Any competitor within the reversed grid places who may receive a grid place penalty after the draw has been made, will have this penalty applied to the revised race two grid as drawn. The organisers reserve the right to remove the format of a 'reversed' grid draw for the second race at any time during the season.

2.4.4 If mechanical means are used by the marshals to remove the car to a safe position during qualifying, the car concerned may re-join at the sole discretion of the Clerk of the Course, but it must return to the pits for inspection prior to continuing the session.

2.4.5 At the end of each session, all cars must cross the Finish Line only once.

Article 2.7.2

2.7.2 Competitors must slow down, must not overtake, complete the lap they are on and return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Parc Fermé conditions will apply and competitors are reminded that no team personnel are allowed onto the grid. The permitted driving time of any driver will **NOT** include any time spent on the grid under session red flag conditions.

Article 2.7.6

2.7.6 When the race is restarted the duration of the restarted race will be specified by the Clerk of the Course and the two (or more) parts of the race will be combined to produce an aggregate result. It is not permitted to change drivers during the course of the stoppage unless specifically authorised by the Clerk of the Course. The period of time that the race is stopped will **NOT** count towards the driving times of the driver in control of the car at that time. ~~Under these circumstances, the Clerk of the Course may revise certain driving time criteria for individual drivers.~~

Article 2.11.6

2.11.6 During refuelling the engine must be turned off and the driver must have vacated the car. The car must remain, supported by all 4 (four) fitted wheels, on the ground, with all doors, **bonnet and boot lid** closed and the car on both a longitudinal and transvers level horizontal plane. During refuelling, nobody other than the refueller may touch the car. Refuelling is determined to start when the fuel flap is opened and completed when the fuel flap is closed.

Article 2.12.1

2.12.1 For races of six hours or less duration, 3 (three) mandatory driver changes or procedural pits stops must be made. Unless otherwise specified in the Final Instruction or via a Bulletin, these stops may only take place 15 minutes after the start of the race, ~~or in the case of a restart after a red flag, then 15 minutes after the restart of the race (including any start under a safety car).~~ Any stop commenced before this time will not be counted towards the 3 mandatory stops.

Article 2.13.4

2.13.4 “Driving time” will be deemed to include any time a driver spends on track timed from the PIT OUT to PIT IN timing lines. It will not include time spent in the pits ~~when a driver brings a car in and then re-joins the race~~ or any time when the ‘red flag’ conditions orders cars back onto the grid.

Article 2.21

2.21 COMMUNICATIONS

2.21.1 It is not permitted for any team to have any kind of radio, electronic, electrical system or cell phone communication with the driver whilst the driver is in the car during practice, qualifying or race. Any team found doing so will be subject to the penalty as described in section 4 of these regulations.

2.21.2 Whilst driving, a Driver may not have on their person any form of ‘smart watch’. Smart watches are capable of transmitting signals and may therefore be considered as a communication device as listed in Art. 2.21.1 and subject the relevant penalty.

2.21.3 The organisers may at any point during the season designate a All cars must be equipped with the mandatory ‘Race Control to Car’ receiver which must be installed in each car, for which the transmitter shall be under the sole control of the Clerk of the Course and used to communicate instructions or warnings to the drivers from Race Control. See Motorsport UK General Regulation Q11.3(a). The mandatory receiver may only be purchased directly from the BRSCC, along with the bracket and wiring extensions available from C1 Racing Club Shop. Failure to comply with any message from the Clerk of the Course may result in a penalty.

2.21.4 In addition to 2.21.3, each Team Manager must have on their person during all official sessions the mandatory ‘Race Control to Team Manager’ receiver, for which the transmitter shall be under the sole control of the Clerk of the Course and used to communicate instructions or information to the Team Managers. Failure to comply with any message from the Clerk of the Course may result in a penalty.

Reason(s):

Pursuant to General Regulation D11.1 the organisers make the above amendments on the grounds of orderly conduct of the remainder of the events in the series.

Signed: R Welsh
R Welsh (Aug 3, 2023 17:17 GMT+1)

Issued by: Robin Welsh

Position: Series Coordinator

Date: 03 August 2023