

2019 DISTRIGO C1 CHALLENGE
SPORTING & TECHNICAL REGULATIONS



**Organised by the British Automobile Racing Club
in association with C1 Racing Club Limited**

Thruxton Circuit, Andover, Hampshire, SP11 8PN

**Final
27th February 2019**

SPORTING REGULATIONS

1 GENERAL REGULATIONS

1.1 TITLE & JURISDICTION

The Distrigo C1 Challenge is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. Throughout these regulations the term 'Organisers' means either the British Automobile Racing Club or C1 Racing Club Limited and references to 'C1 Series Organisers' means the C1 Racing Club Limited.

MSA Series Permit No.:	RS2017 / 030
Race Status:	Clubman
MSA Championship Grade:	Grade C

1.2 OFFICIALS

1.2.1 Co-ordinator: David Wheadon

1.2.2 Licensed Eligibility Scrutineer: Keith Auld

1.2.3 Series Stewards:
Bill Coombs
Dennis Carter
Dale Wells
Guy Woodward

Any three of the Series Stewards may sit to make a decision. In accordance with (G) 2.7, Series Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Series regulations. Under (G) 2.7.1, Series Stewards are also empowered to consider any request from the Series co-ordinator to penalise any Competitor for any breach of Series regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under (W) 2.2.1, the Series Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Series Regulations. They are also empowered to consider any request from the Series Co-ordinator to penalise any Competitor for breach of Series Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Series Clerk of the Course: N / A

1.2.5 Series Principle: Philip Myatt

1.2.6 Driving Standards Observers:
Caryl Wills
Meyrick Cox
Nick Paton
Philip Myatt

1.3 GENERAL SERIES REGULATIONS

1.3.1 These races are deemed to be "endurance races" and hence in compliance with GR Q6.2 except where specified in these regulations

1.4 COMPETITOR ELIGIBILITY

1.4.1 Entrants must:

- be current members of the BARC and
- be a member of the C1 Racing Club Limited and
- be in possession of a valid MSA Entrants Licences.

- 1.4.2 Drivers and Entrant/Drivers must:
- at least one driver in each team be a current racing member of the BARC and
 - be a member of the C1 Racing Club Limited and
 - be in possession of valid Competition (Racing) National B status Licence, as a minimum or
 - a professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1, applies).
- 1.4.3 If participation in the Series 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 Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 1.4.4 All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card. Competitors who fail to produce valid documentation at signing-on may be prevented from taking part in qualifying or racing.
- 1.4.5 Each car must have a minimum of two and maximum of four drivers for an event of less than 12 hours. For events of 12 hours of more, each car must have a minimum of three and maximum of six drivers.
- 1.4.6 No driver may drive more than two cars overall in the race, however the driver must qualify in each car.

1.5 CLUB MEMBERSHIP

- 1.5.1 All competitors must join the C1 Racing Club Limited by completing the membership form on the website with the Membership Fee being paid to the club (or already be a member of the club) prior to the closing date for entries for the race being entered.
- 1.5.2 The Club Membership Fee is £50 and should be paid direct to the C1 Racing Club Limited.
- 1.5.3 The Board reserve the right to refuse a membership application or renewal.
- 1.5.4 The Board, by a majority vote, may expel any club member who offends against the rules of the Club or whose conduct, in the opinion of the Board, renders him or her unfit for membership of the Club.
- 1.5.5 Car competition numbers issued will be the permanent competition numbers for the Series season.

1.6 SERIES EVENTS

The Series is scheduled to include ten events as follows:

Race	Date	Circuit	Organising Club
1	16 th March 2019	Croft 6hr	BARC
2	26 th – 28 th April 2019	Silverstone 24hr	BARC
3	25 th /26 th May 2019	Anglesey 4hr	BARC
4	7 th – 9 th June 2019	Pembrey 12hr	BARC
5	27 th /28 th July 2019	Mallory Sprints	BARC
6	10 th – 11 th August 2019	Snetterton 300 3hr	BARC
7	6 th – 8 th September 2019	Anglesey 24hr	BARC
8	21 st /22 nd September 2019	Croft 4hr	BARC
9	25 th – 27 th October 2019	Spa 24hr	2CVRT
10	9 th /10 th November 2019	Brands Hatch 2hr	BARC

With further invitation events planned.

1.7 **SCORING**

1.7.1 Points will not be awarded to Competitors as this is a Series and not a Championship.

1.8 **AWARDS**

1.8.1 All awards are to be provided by the Organisers.

Per Event: A garland and trophy will be presented to the winner of each race.

1.8.2 Presentations

Awards will be presented at the end of each Event and/or at the end of the Series at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.8.3 Entertainment Tax Liability

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

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.

1.8.4 Title to all Trophies

If Provisional Results 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.

2 SERIES EVENT MEETINGS & RACE PROCEDURES

2.1 **ENTRIES**

2.1.1 Competitors are responsible for submitting correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any Driver/Car changes made after acceptance of any entry must be notified to the C1 Series Organisers in writing. Any changes made within 14 days of the event will incur an administration charge of £40.

If you want to withdraw your entry from a race the policy described in the Refunds Policy on the club website will be followed.

2.1.4 Race entries belong to the C1 Series Organisers and are not transferable. They cannot be sold and cannot be transferred with the sale of a car.

2.1.5 The entry fee for each event shall be specified on the entry form.

2.1.6 All entry fees must be paid by the due dates specified on the entry acknowledgement email. Entries can, at the organisers discretion, be withdrawn if entry fees are not paid by the due date.

2.1.7 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 DRIVER NOMINATIONS

The Secretary of the Meeting must be informed of the order in which drivers will qualify during any practice session a minimum of one hour prior to the scheduled start time. In addition, they must be informed of the driver due to start the race at least 1 hour before the scheduled start of the race.

2.4 QUALIFICATION PRACTICE

2.4.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.

2.4.2 Each driver shall complete a minimum of 3 laps (out lap, flying lap, in lap) in the car to be raced and in the correct session, in order to qualify (MSA Regulations Q4.5).

2.5 RACES

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race ((Q) 5.4).

2.6 STARTS

2.6.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.6.2 The race will be started by means of a rolling start using the following procedure and visual warning sequence:

Signal	Instruction
1 minute	Start engines and clear the grid.
30 Seconds	Be prepared for start of Green Flag Lap
Green Flag	Complete one lap of the circuit forming into grid order prior to the final corner of the circuit
Red Lights ON	Maintain grid position
Red Lights OFF	Race start signal

2.6.3 Cars still in the pits when the pit lane closes or taken to the pits prior to the start may join the race from the pit lane after the last car has crossed the start line or pit lane exit, whichever is later, after the start of race signal is given.

2.6.4 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per MSA Regulation Q12.13.2. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.6.5 In the event of any starting lights failure the Starter will revert to using the National Flag.

2.6.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.7 **SESSION RED FLAG**

- 2.7.1 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.
- 2.7.2 Competitors must slow down, must not overtake, complete the lap they are on and stop on the grid. Parc Fermé conditions will apply and competitors are reminded that no team personnel are allowed onto the grid.
- 2.7.3 Any car in the pit lane at the showing of the red signal must remain where it is and all work on cars must cease unless specifically authorised by the Clerk of the Course.
- 2.7.4 Cars may not enter the Pits unless directed to do so or repairs are necessary.
- 2.7.5 Cars in the Pits may not re-join the grid.
- 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 count towards the driving times of the drivers in question. Under these conditions the Clerk of the Course may revise certain driving time criteria for individual drivers.
- 2.7.7 All Competitors who are able to take part in any restarted race may do so in accordance with Q5.4 and Q5.5

2.8 **SAFETY CAR**

- 2.8.1 The safety car will be brought into operation to neutralise the race on the instructions of the Clerk of the Course in accordance with Appendix 2 of section Q of the MSA General Regulations.
- 2.8.2 In the event that the race leader pits during the safety car period it may be necessary for the car on circuit directly behind the leader to take over at the head of the train prior to a restart. All competing cars must catch and line up behind the safety car no more than 5 car lengths apart, as soon as safely practical to do so and then maintain station at the same speed as the safety car. Overtaking of the safety car or any other competing car is forbidden unless signalled to do so by the safety car observer.
- 2.8.3 While the safety car is in operation competing cars may stop in their pits but may only re-join the race after the last car in the train behind the safety car passes the pit exit. When the safety car is withdrawn competitors may not overtake each other until they have passed the green signal at the start-line.

2.9 **PIT PROCEDURES**

- 2.9.1 Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.9.2 A pit allocation will be provided by the Organisers but as there is limited space within the pit lane teams must show every consideration to those around them at all times. A space at the back of the garages, as determined by the Organisers, may be used for storage in order to give more space within the garages themselves. However, the fire lane must remain unobstructed at all times during the event.
- 2.9.3 All "hot" work i.e. welding, grinding must be done inside the garage with a suitable fire extinguisher to hand.
- 2.9.4 A maximum of 4 people may work on the car at any one point in time during a pit stop. Working on the car is defined as any person touching the car or refuelling the car.

2.10 **PIT LANE PROCEDURES**

- 2.10.1 The pit lane speed limit of 40kph must be observed at all times during the event. Speeds may be monitored during events by fixed or hand-held radar guns. It is the driver's sole responsibility to ensure that they do not exceed the pit lane speed limit.
- 2.10.2 It is not permitted to drive a car in the pit lane by using reverse gear at any time under any circumstances and push starting is only permitted if it is clearly under the control and supervision of the pit lane marshals.
- 2.10.3 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 an MSA Junior Race licence.
- 2.10.4 Only four people from each team (excluding the drivers) may visit the pit wall at any one time, except in the last 10 minutes of the race when other members of the team may also visit the pit wall. High visibility vests must be worn by all personnel on the pit wall.
- 2.10.5 In the event that HuTags are not used, team managers are responsible for notifying the pit office of all driver changes during the event with the slip provided, as soon as the stop is completed.
- 2.10.6 Main beam headlights must not be used in the pit lane.

2.11 **REFUELLING**

- 2.11.1 Re-fuelling must be carried out using a Sunoco/Fair Trails Enterprises Inc. Tuff Jug fitted with an unmodified Tuff Jug Multi Spout adaptor on the Ripper valve. Vents into the Tuff Jug are not permitted.
- 2.11.2 Tuff Jugs must be clearly labelled with the race number of the car.
- 2.11.3 Refuelling must only take place in the pit lane.
- 2.11.4 The filler cap shall be securely in place at any time the car is on the circuit, failure to ensure this could result in the car being black flagged.
- 2.11.5 There is strictly no decanting of fuel from one container to another at any time. Random inspections to ensure compliance will take place.
- 2.11.6 Fuel must only be drawn from the filling station nominated by the Organisers in advance of the event and advised by official bulletin.
- 2.11.7 During refuelling the engine must be turned off and the driver must vacate the car. The car must remain, unsupported on all 4 wheels, with all doors closed. 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.
- 2.11.8 Refuelling equipment may not be used in such a way as to increase the fuel flow rate over that engendered by gravity and non-assisted airflow. The Organisers reserve the right to instruct the team to modify their refuelling procedures and failure to comply with such instruction may lead to exclusion from the event.
- 2.11.9 The team member who actually refuels the car during a pit stop must wear fireproof overalls, gloves, balaclava and have goggles or a helmet to protect their eyes. Fireproof shoes/socks are also recommended. In addition, a fire extinguisher must be adjacent to another team member also dressed in fireproof overalls, gloves and balaclava during the refuelling process in case it needs to be used.

2.11.10 Smoking is not permitted in the garages, pit lane or on the pit wall at any time during the event. This rule also applies to electronic cigarettes. All team members and guests must be made aware of this restriction and failure to comply will lead to immediate exclusion for the car concerned.

2.11.11 Each team must provide a foam fire extinguisher with a minimum capacity of 6 litres.

2.12 DRIVER CHANGES

2.12.1 For races of six hours or less duration, 3 mandatory driver change pits stops must be made. Unless specified in Special Regulations for a race, driver changes can take place at any time during the race.

2.12.2 All cars entering the pit lane must observe all usual pit lane safety regulations, the car must stop before seatbelts are removed. Failure to comply may lead to the imposition of a Stop / Go Penalty.

2.12.3 The driver must exit the car via the drivers' door. The engine may be left running except during a pit stop where re-fuelling takes place in which case the cars' ignition must be 'dead'. The next driver must enter the car via the drivers' door. If the same driver is driving the next stint, they must close the driver's door, re-open it and get back in. Seat belts must be fully replaced and tightened before moving off.

2.13 DRIVING TIME

2.13.1 For races of six hours or less duration no driver may drive for longer than two hours and ten minutes continuously and must rest for at least one hour between driving stints.

2.13.2 For races of more than six hours duration, no driver may drive for longer than 3 hours continuously and must rest for at least one hour between driving stints.

2.13.3 For races of more than six hours duration, no driver may drive for more than 60% of the race duration in total.

2.13.4 "Driving" will be deemed to include any time spent in the pits when a driver brings a car in and then re-joins the race.

2.14 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pit lane
- VI. place their car into the Parc Fermé where it must remain until released by the Series Eligibility Scrutineer or his deputy.
- VII. Attend any podium presentation that may be required.

2.15 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 (MSA regulation D26.3) and/or a period of 14 days after the race to allow for assessment of data recorded from cars during the race.

2.16 CLASSIFICATION

2.16.1 All starters in a race will be classified in the results according to the number of completed laps.

2.17 TIMING MODULES

2.17.1 It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with (Q) 12.2.1. The type and position of the transponder is governed by regulation 10.3.13.

- 2.17.2 Transponders are not usually available to hire.
- 2.17.3 Where possible, timing feeds will be available on the pit wall and within the garages, with printed timings being available every hour during the event.
- 2.17.4 No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.
- 2.18 **QUALIFICATION RACES**
If any event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which will be published in Final Instructions for the event.
- 2.19 **TOW BACK**
- 2.19.1 Cars that stop on circuit may only be worked on by the driver alone. However, cars may be towed back to the pits by the Organisers, if requested by the driver to do so, where they may be worked on as required. Tow backs may be prioritised by the Organisers, at their sole discretion, after if necessary consulting the Clerk of the Course as they occur for the overall good of the event or they may decide to refuse a tow back if the car is too badly damaged or too difficult to move.
- 2.19.2 All cars will be towed back to the pit lane. These tow back rules will only apply up until the final hour of the race when the Organisers will only tow cars to the nearest place of safety.
- 2.20 **ELIGIBILITY SCRUTINEERING**
- 2.20.1 The organisers reserve the right to select any car for additional eligibility scrutineering at any time during the meeting in accordance with series regulations. Any failure to comply with the technical regulations during this scrutineering process may result in the car not being allowed to start the race or being allowed to start under certain conditions that the Clerk of the Course may in his sole discretion see fit to determine, such as by imposition of a weight penalty. A minimum of two hours before the start of the race will be allowed to reassemble any components that may previously have been stripped during this process.
- 2.21 **COMMUNICATIONS**
- 2.21.1 It is forbidden for any team to set up any kind of radio, electronic or electrical system by which they can communicate with the driver whilst he/she is in the car at any stage during the event. Officials will be actively looking for anyone thought to be in breach of this regulation and any team found doing so will be subject to the penalty as described in the C1 Racing Club Event Penalties document.
- 2.22 **ON-BOARD CAMERAS**
- 2.22.1 Competitors must fit cameras that shall capture an image that provides a view of the circuit ahead with a diagonal field of vision at least 149 degrees. The camera shall be either mounted to the windscreen using a permanent adhesive mount (if double sided tape is used it must be VHB type) or bolted to the top of the dashboard above the radio. If windscreen mounted, the camera and mount must be tethered to the cage or bodyshell using a suitable wire or strap and must not allow the camera to hit the driver in the event it becomes detached from the windscreen. The camera power must be fed from a plug or adaptor plugged into the original 12v socket.
- 2.22.2 The choice of system is free but playback must be possible at the event by regular means such as a laptop. Format shall be MP4 at a minimum resolution of 720p 50fps. The camera employed must be able to record at least 3hrs at this resolution on a single memory card. It may be necessary for the team to swap either the memory card or camera at every driver change. Review of the footage is encouraged and anything that a competitor feels needs review be brought to the C1 Series Organisers attention.
- 2.22.3 In the event that no images are available upon request, sanctions may be applied in accordance with MSA Regulation C2.1.1 and/or the C1 Racing Club Event Penalties document. The burden of

proof to establish the cause of such failure shall lie with the competitor. The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting for further sanctions.

- 2.22.4 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the competitor, will belong to the C1 Series Organisers and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without written permission from the C1 Series Organisers.
- 2.22.5 Where it is necessary for the C1 Series Organisers or Clerk of the Course to review footage after an event that such footage should normally be reviewed within a period of 7 days of the event.
- 2.22.6 In the event of judicial action, all relevant on-board footage must be retained until the time period for all judicial matters has elapsed. The competitor is responsible for carrying and fitting an alternative memory card should one be needed whilst this activity is completed.

2.23 **EOBD DATA RECORDERS**

- 2.23.1 The C1 Series Organisers reserve the right to supply and fit an EOBD Data Recorder to competitor's cars. Once fitted, the device must remain in place and operational until removed by the C1 Series Organisers and must not be tampered with. The data will belong to the C1 Series Organisers and may be made available to the competitor at the C1 Series Organisers sole discretion.

3 **SPECIFIC SERIES REGULATIONS**

- 3.1 Where it is planned to hold two Series races, only one qualifying session will be scheduled of forty five minutes. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race with and non-classified competitors starting from the back of the grid in reverse order of retirement.
- 3.2 A driver may only race the car in which he/she set a Qualifying time and no replacement cars are permitted.
- 3.3 Where entries received exceed the number permitted to start a race, the Organisers will accept a maximum number of entries equal to that number. Any further entries will be ordered as nominated reserves based upon date of receipt of entry. Such reserves are to be nominated on the final list of entries published with Final Instructions or in an Event Bulletin. All reserves will practice and replace withdrawn or retired entries in reserve number order irrespective of class. If a reserve is given grid places prior to issue of the first Grid Sheets for an event the times set in Practice shall determine their grid position. If a reserve is given a place after publication of the grid sheet and prior to cars being collected in the official assembly area then they will be placed at the rear of the grid and will be started without any time delay. Otherwise, they will be held in the pit-lane and be released to start the race after the last car to start the green flag lap or last car to take the start has passed the start line or pit-lane exit, whichever is the later. Such approval to start must be obtained from the Clerk of the Course.

4 **PENALTIES**

All penalties will be in accordance with Section C of the current MSA Yearbook, the C1 Racing Club Driving Standards Policy and these Regulations.

- 4.1 **INFRINGEMENTS OF TECHNICAL REGULATIONS:**
 - 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.3.

- 4.1.2 Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).
- For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1 (c). However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1 (c) need not be implemented.
- 4.2 All infringements of non-technical MSA Regulations and the Sporting Regulations will be dealt with in accordance with these Series Regulations and the General Regulations of the MSA
- 4.3 **ADDITIONAL SPECIFIC SERIES PENALTIES:**
- 4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a thirty second penalty being added to his total race time.
- 4.3.2 Breaches of 2.10.1 will be dealt with by reference to the C1 Racing Club Penalties list.
- 4.3.3 Any Competitor may be called before the Series Stewards who at their discretion may take further action against the Competitor.
- 4.3.4 The Clerk of the Course may impose “drive through” or “stop/go” penalties, as defined in the C1 Racing Club Event Penalties list, for breaches of the sporting regulations of the event and specific relevant sections of the MSA Yearbook. These penalties must be taken in accordance with Q 12.6 and do not carry penalty points against the drivers MSA licence. Driver changes, refuelling and any other work on the car is not permitted during such a penalty.
- 4.3.5 The Driving Standards Observer may impose penalty points to a competitor’s C1 Racing Club Membership Card for breaches of the C1 Racing Club Driving Standards Policy. These penalties may lead to exclusion of a driver from the current event, future events or exclusion from the club.
- 4.3.6 Driving whilst under the influence of alcohol or drugs is incompatible with motorsport. Random testing will take place of drivers and/or the person responsible for releasing the car from the pit box into the pit lane, anyone found exceeding 0 micrograms per 100 millilitres of breath will cause the immediate exclusion of their team’s car from the event.
- 4.3.7 The C1 Series Organisers reserve the right to remove the membership status of any member for any conduct that brings motorsport into disrepute.
- 4.3.8 Any vehicle not carrying the mandatory Series decals when presented to scrutineering will be subject to a 3 lap penalty.

TECHNICAL REGULATIONS

5 INTRODUCTION

The following Technical Regulations are set out in accordance with the MSA 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. For the benefit of all competitors this approach will be strictly enforced. For the purposes of these regulations, modification means any change in the design, material, shape, dimension and / or surface finish of any component except for basic manufacturing processes, normal wear and published service or repair procedures.

Where it is deemed appropriate by the C1 Series Organisers, financial penalties may be applied to any transgressions of these rules. Serious or persistent transgression could result in a competitor not being allowed to enter any future races.

The C1 Series Organisers reserve the right to accept or decline entries without stating a justification. Blatant attempts of cheating may lead to exclusion from the meeting.

6 GENERAL DESCRIPTION

The following regulations are for competitors participating in standard production pre 30 April 2014 Citroen C1 998cc 3 door saloon vehicles in the Distrigo C1 Challenge race series. The class was conceived as a low-cost form of motorsport. It is intended as a racing formula for the continued use and enjoyment of the C1 where driving skills and car control are of paramount importance and where technical development is strictly prohibited.

7 SAFETY REQUIREMENTS

7.1 The following Articles of MSA Appendix K Safety Criteria Regulations will apply: K1, K1.2.1, K1.3.1 - 4, K5, K6, K8, K9, K10, K13 & K14.

7.2 A plumbed in fire extinguisher that complies with MSA Regulations is mandatory (Q19.14.7.) (4 litre minimum recommended.) The driver's activation pull cable or button shall be mounted on the centre console.

7.3 For cars racing before January 1st 2017 a steel roll cage complying with the MSA Yearbook must be installed. The roll cage must be fitted with door bars to both sides of the car at hip level. For cars first raced after January 1st 2017 the roll cage must be a Safety Devices standard bolt in cage in one of the following 2 configurations:

Configuration 2

SD Part Number	Description
RBC052 3SXU	Front roll cage with windscreen reinforcement bar for unique single door bars, with roof cross diagonals.
RBC052 5XSU	Rear roll cage, single fixed diagonal for single door bars and roof cross.
RBC052 DSUN	Unique single door bar, near side (left hand side).
RBC052 DSUO	Unique single door bar, off side (right hand side).
RBC052 SB	Rear strut brace/harness mount.

Configuration 3

SD Part Number	Description
RBC052 3SXX	Front roll cage with windscreen reinforcement bar for cross door bars and roof cross.

RBC052 5SXX	Rear roll cage, cross diagonal, lower backstays, for roof cross and cross door bars.
RBC052 DXUN	Cross door bar, near side (left hand side).
RBC052 DXUO	Cross door bar, off side (right hand side).
RBC052 SB	Rear strut brace/harness mount.

Padding dangerous points of the roll-bar with MSA compliant padding is recommended in order to prevent injury.

- 7.4 Rear harness straps are to be mounted on a roll cage harness bar to conform to MSA and seat harness manufacturers regulations.
- 7.5 FiA homologated seat belts are mandatory (Q19.14.2). Particular attention should be given to seat belt angles and anchorage. See FIA 253-42.
- 7.6 It is mandatory to use a harness with a minimum of 5 fixing points, where at least one fixing point is designed to prevent the driver from sliding forward and under the lap straps. Harnesses must be suitable for use with a Frontal Head Restraint (FHR) device and be properly installed in the car in accordance with the manufacturer's installation instructions. Installation guidance can also be found in the FiA publication 'Guide for the use of HANS® in international motor sport'.

8 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that a modification can be made to the car, then that modification is not permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed. If any doubt exists about the legality or acceptability of any modification, then please request clarification from the Eligibility Scrutineer or the C1 Series Organisers **prior** to any work being undertaken.

8.1 DEFINITION OF TERMS

- 8.1.1 **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent, comparison to standard parts or by any other means necessary to ensure compliance.
Standard Part: *Is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form.*
- 8.1.2 **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Pattern Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to standard pattern part or any other means necessary to ensure compliance.
Standard Pattern Part: *A replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. a standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.*
- 8.1.3 **COMPONENTS:** The phrase 'component' used within these technical regulations shall be considered to be ANY individual part or assembly of parts used in the construction of the vehicle.
- 8.2 The car must be of sound construction, in good mechanical condition and well maintained in accordance with MSA General Technical Regulations (Sections J & Q) as appropriate. It must have a current MOT certificate or equivalent for overseas registered cars. It must be

presented in good order. All inspection areas e.g. engine, gearbox, suspension components, etc. must be in a clean condition.

- 8.3 All cars must have a championship log book and this must be presented at Scrutineering at every race meeting. These will be filled in and updated throughout the year. Defects need to be rectified on a timescale to be agreed with the Scrutineer and/or the C1 Series Organisers.
- 8.4 The C1 Series Organisers reserve the right to require any competitor to remove any part, or assembly of parts, from the car to be compared and checked against a standard or pattern part or assembly of parts. The C1 Series Organisers will, where appropriate, supply a replacement permitted part or assembly of parts which must be used until the Organisers determine the legality of the parts that have been removed. Any non-compliance will be dealt with under normal MSA technical rules for infringement. Additional fines to those applied by the MSA may be applied by the organisers for infringements. The competitor will be liable for all costs relating to the exchange parts.
- 8.5 The C1 Series Organisers reserve the right to exchange any part or assembly of parts on the car for standard ones at any time during a race meeting on any competing car.
- 8.6 A flat area for measuring wheel camber at each meeting will be an area designated by the C1 Series Organisers. All equipment used by the C1 Series Organisers is deemed to be calibrated equipment.

9 CHASSIS

- 9.1 A standard Citroen C1 3 door vehicle must be used. LHD or RHD is permitted.
- 9.2 No part of the monocoque shell shall be removed, modified or added to. For the avoidance of doubt this includes any welding to stiffen or otherwise modify the shell or any brackets or parts of brackets attached to the monocoque shell or bodywork panels except as specified in 9.3.
- 9.3 The tabs at the left and right ends of the steering column support bar that provide an M6 threaded fixing for the dash panel may be shortened to facilitate the fitting of the cage front legs.

10 BODYWORK

10.1 GENERAL

- 10.1.1 It shall be the intention, at all times, to preserve a standard external appearance to the cars.
- 10.1.2 It is permitted to apply paint, decals, stickers or wraps to the car with the exception that the areas reserved for sponsorship are not covered (see 20.1.3).
- 10.1.3 All doors must be fitted with original lock fittings and operating mechanisms, and must be kept unlocked during any practice or competition. If the vehicle is fitted with central locking, the central locking fuse (Fuse F2 – second one down on RHS of instrument housing) must be removed. The rear hatch key operated release mechanism on a non-central locking car may be replaced by the push button mechanism from a central locking car.

10.2 INTERIOR

- 10.2.1 No part of the interior which is an integral part of the monocoque shell may be removed, modified or added to except the drilling of 12 x 25mm holes in the sills to accommodate the welded roll cage feet.
- 10.2.2 The cups spot welded to the top of the suspension towers must be removed to accommodate the roll cage backstay feet.

- 10.2.3 The front bulkhead must comply with the requirements of the MSA Yearbook. Two holes may be drilled to allow the cable pulls to pass through. Two holes may be drilled to allow the battery to master switch cables to pass through. These 4 holes must be fitted with grommets and ensure the fire protection integrity of the bulkhead. A further hole may be drilled to accommodate the fire extinguisher pipe.
- 10.2.4 Interior trim, fittings, courtesy light and passenger seats may be removed except as specified below. The dashboard must remain fitted with the radio, all heater controls, lights and switches must remain fully operational as intended by the manufacturer. A close-fitting slot cut-out in the dashboard is permitted to facilitate the fitting of the roll cage. The centre console and handbrake surround must also be fitted.
- 10.2.5 The internal door trims may be replaced by panels supplied by the C1 Series Organiser. If these are not used, the standard internal door trims must be fitted but may be modified to facilitate clearance around the roll cage door bars.
- 10.2.6 The standard driver's seat must be replaced with a racing seat approved to FIA 8855-1999 as a minimum and must be fitted in the manufacturers intended position using the original seat fixing points.
- 10.2.7 Adjustable seat rails may be fitted. They must comply with MSA regulation K.2.2.1.
- 10.2.8 It must be possible to refit the passenger seat without moving or removing anything other than the ballast tray.
- 10.2.9 The original pedal box with original pedals must be fitted in its original position, using the standard mountings. It is permissible to add extension plates to the pedals. The maximum size of the pedal extensions is 120mm high x 80mm wide x 4mm thick. These must be attached directly to the pedals. The use of spacers between the pedals and plates is prohibited.
- 10.2.10 An aluminium floor plate of maximum dimensions 650mm x 500mm x 3mm may be installed to the driver's side foot well. A foot rest may be fitted to this plate on the left-hand side. Ballast must not be fitted underneath this plate.
- 10.2.11 If a rev counter is not fitted as standard equipment, a standard Citroen C1, Peugeot 107 or Toyota Aygo rev counter may be fitted. For right hand drive cars the rev counter must be fitted on the right hand side of the main instrument binnacle, for left hand drive cars the rev counter must be fitted to the left hand side of the main instrument binnacle.
- 10.2.12 An Aim Solo or Solo 2 GPS lap timer (CLSolo-K1) may be fitted. If fitted this shall get its power from either the cigarette lighter socket or from the master switch, no other power source is permitted. The fitting of any other additional instrumentation, data loggers, or switches and wiring is not permitted including battery powered or removable devices.
- 10.2.13 Ducts, no longer than 300mm and 75mm or less in diameter, may be fitted to the driver and passenger dashboard air vents to aid driver ventilation.
- 10.3 **EXTERIOR**
- 10.3.1 No panel may be cut, drilled or in any other way modified other than those detailed in these regulations or in section **Error! Reference source not found.**
- 10.3.2 3 rear view mirrors must be fitted as a minimum (1 interior and 2 exterior). A wide-angle interior mirror is recommended. External mirrors must all be standard unmodified C1 mirror assemblies fitted in the manufacturers intended position.
- 10.3.3 All mirrors must provide a view to the rear of the car and must not be adjusted to provide an aerodynamic advantage. Both door mirrors must provide a rear view, as intended by the manufacturer, at all times.

- 10.3.4 Transparent coloured film may be fitted to rear view mirrors to reduce glare. This must not reduce the effectiveness of the rear-view mirrors in daylight.
- 10.3.5 All elements of the standard front and rear bumper assemblies must be present. The front bumper may have a slot cut into it on each side to facilitate the fitting of the optional spot lights detailed below in 14.2.2. It may also have a slot cut into it on each side to facilitate fitting wire tow straps under MSA regulation Q. 19.1.3(b).
- 10.3.6 The bonnet must be secured by one of the following mechanisms:
- The standard bonnet catch
 - The standard bonnet catch with the primary latch disabled and 2 locking pins or straps conforming to MSA regulation Q.19.2.6.
 - 2 locking pins or straps conforming to MSA regulation Q.19.2.6.
- If the standard catch is retained the standard bonnet release cable and lever must be replaced by a pull cable mounted on the left-hand side of the scuttle in front of the windscreen, and identified with a suitable sticker.
- It is permissible to drill 2 holes through the bonnet and engine bay front cross member to install bonnet pins. It is permissible to drill a maximum of 4 holes of maximum diameter 6mm in the bonnet outer skin and 4 holes of maximum diameter 6mm in the bumper to install bonnet straps.
- 10.3.7 It must be possible to open the rear boot glass lid without the use of a key from the outside of the vehicle. This may be achieved either by fitting the boot lid catch from a central locking car or by fitting a pull cable to the original key operated boot lid catch.
- 10.3.8 The windscreen must be of HPR laminated glass.
- 10.3.9 The standard toughened glass side and rear windows must be retained.
- 10.3.10 Clear window film between 50µm and 100µm must be fitted to the inside of all side and rear windows.
- 10.3.11 The standard window winding mechanism (electric or manual) must be retained and must be fully operational.
- 10.3.12 All body panels must be standard or standard pattern parts.
- 10.3.13 The mandatory TSL lap timing transponder must be fitted to the front inner wing in the position shown below:



Transponder bracket must be mounted in this factory made hole in the right hand inner wing. Transponder must be mounted directly below the hole on a bracket as shown.

See 14.1.2 for wiring regulations.

- 10.3.14 Extra fasteners and strengthening plates (maximum size 1mm thick x 30mm x 80mm) may be fitted, one plate to each side front and/or rear, to the outside of the junction between the front wings and the front bumper and/or the outside of the junction between the rear quarter and the rear bumper. Alternatively, front bumper to wing bracket attachment may be reinforced using a single washer and fastener.
- 10.3.15 A mandatory guard supplied by the C1 Series Organisers must be fitted to the underside of the floor pan to protect the brake and fuel pipes as they exit the engine bay.
- 10.3.16 The lower (metal) and upper (plastic) scuttle trays below the windscreen may be modified in the following ways:
- A hole (maximum diameter 32mm) may be drilled in the lower scuttle tray immediately above each front strut to allow an allen key to be inserted into the top of the strut shaft.

The holes must have closed grommets fitted to maintain the fire protection of the scuttle tray.

- Up to 3 holes may be drilled in the lower scuttle tray to allow pull cables to pass through. Sealing grommets must be fitted to these holes to maintain the fire protection of the scuttle tray.
- Up to 3 holes may be made in the upper scuttle tray to allow pull cable handle fittings to be mounted. A reinforcing plate may be used on the underside of the scuttle tray to strengthen it. One pull cable must operate the bonnet catch, one to operate the fire extinguisher and one to operate the master cut-out switch. All handles must be marked with stickers on the bonnet.
- Extra fasteners and a plastic plate (maximum dimensions 2.5mm x 30mm x 125mm) may be fitted over the joint between the left and right halves of the plastic scuttle tray.

10.3.17 Sound deadening materials may be removed from the engine bay and underside of the bonnet.

10.3.18 Front wheel arch liners may be removed. However, it is recommended that they remain in place to protect the auxiliary belt from stones.

10.3.19 Rear spoilers are not permitted.

10.4 SILHOUETTE

10.4.1 The original silhouette must be maintained, except the variation caused by the fitment of the C1 Series Organisers approved front driving lights (see 14.2.2) and/or the fitting of wire towing straps in accordance with MSA regulation Q.19.1.3(b).

10.5 GROUND CLEARANCE

10.5.1 Ground clearance must comply with the requirements of the MSA Yearbook. For the purposes of this regulation bottom front strut brace and exhaust are considered to be part of the car and are subject to the same ground clearance rules.

10.5.2 The minimum height of the car will be measured without driver from the ground to the highest part of the front and rear wheel arches and must conform to the minimum measurements in the following table:

Front height	Rear height
560mm	580mm

10.6 IN-RACE REPAIRS

10.6.1 Panels may only be cut, drilled or modified to effect a temporary repair during a race. Prior to the next race the repaired panel(s) must be brought back to conformity of these regulations.

11 ENGINE

11.1 GENERAL ENGINE REGULATIONS

The engine must be a standard 3 cylinder Citroen, Peugeot or Toyota unit, engine type code 1KR-FE, not exceeding 998cc. No engine modifications are allowed whatsoever. The fitting of standard pattern parts is not allowed unless expressly allowed in the following regulations.

11.2 CAMSHAFT

No modifications to the standard camshaft are allowed whatsoever.

- 11.3 **CRANKSHAFT**
No modifications to the standard crankshaft are allowed whatsoever.
- 11.4 **FLYWHEEL**
No modifications to the standard flywheel are allowed whatsoever.
- 11.5 **CLUTCH**
The standard or standard pattern Citroen clutch and pressure plate must be used.
- 11.6 **CYLINDER DIMENSIONS**
No modifications to the standard cylinder block are allowed whatsoever.
- 11.7 **CYLINDER HEADS**
No modifications to the standard cylinder heads are allowed whatsoever.
- 11.8 **VALVE GEAR**
No modifications to the standard valve gear are allowed whatsoever.
- 11.9 **PISTONS**
No modifications to the standard pistons are allowed whatsoever.
- 11.10 **LUBRICATION SYSTEM**
No modifications to the standard lubrication system are allowed whatsoever.
- 11.11 **ENGINE INSPECTION SEAL**

Should it be necessary for an engine to be inspected, 2 bolts at the front of the sump and 2 bolts at the front of the rocker cover will be replaced by club supplied drilled bolts. The 2 sump bolts will be wired together and sealed by the Eligibility Scrutineer. The 2 rocker cover bolts will be wired together and sealed by the Eligibility Scrutineer. The engine will be made available for inspection as prescribed by MSA rules.

The following photographs show the location of the sump and rocker cover bolts:



- 11.12 **AIR CONDITIONING**
If fitted as standard the air conditioning compressor and associated pipework may be removed.
- 11.13 **LOCATION**
The engine must be located in the manufacturer's original position by the manufacturer's intended method.
- 11.14 **COOLING SYSTEMS**
 - 11.14.1 No modifications to the standard cooling system are allowed whatsoever.
 - 11.14.2 The water pump must be the OEM part, must not be modified in any way and the impellor must be present and working as the manufacturer intended.

11.14.3 The auxiliary belt must have all 6 ribs present. Only the following part numbers from the specified suppliers may be used:

Citroen	EuroCarParts	GSF	Andrew Page
5750 QJ	202772925	134RE0600	6PK853
5750 QK			

11.15 **INDUCTION SYSTEMS**

No modifications to the standard induction system are allowed whatsoever. This includes that the use of standard or standard pattern air filters is mandatory. The use of free flow type filters is not permitted. Only the following part numbers from the specified suppliers may be used:

Citroen	EuroCarParts	GSF	Andrew Page
1444 XA	Bosch 502820047 or Bosch 1457433971 Mann 502820049 or Crossland 502820048	122PC0921 (Mann)	C2610 (Mann)

11.16 **EXHAUST SYSTEMS**

11.16.1 No modifications to the standard exhaust system are allowed except as specified here. Catalytic converter removal is not permitted.

11.16.2 A slip joint may be fitted to the horizontal section of the front exhaust pipe to enable the engine to be removed without needing to remove the whole exhaust pipe and fuel tank guard. The exhaust pipe must be cut 150mm forwards from the exhaust hanger bracket as shown below.



The overall length of the exhaust centre pipe must not be altered. You may either use a Universal Exhaust Pipe Sleeve Clamp as shown below or make a slip joint.



Universal Exhaust Pipe Sleeve Clamp

If using a Sleeve Clamp it must be no more than 100mm long and the correct diameter for the exhaust pipe to ensure a complete seal.

If using a slip joint, the outer tube of the slip joint must be no longer than 100mm. The internal diameter must be a snug fit over the exhaust pipe and it must be welded completely around its circumference to the rear section of the exhaust pipe. The sliding portion of the joint must be 50mm long.

11.16.3 The hanger bar on the rear silencer box may be repaired.

11.16.4 Only the following part numbers from the specified suppliers may be used:

Part	Citroen	EuroCarParts	GSF	Andrew Page
Catalytic Converter	0342 L5 or 0342 K8	724540520	215PC1489	BM91263H
Centre pipe	1717 CY	706540181	220PC0050	CN548K
Rear silencer	1730 JF or 1730 HO	705730271	252PC0099	CN549J

11.17 IGNITION SYSTEMS

11.17.1 No modifications or additions to the standard ignition system are allowed whatsoever. The electrical and physical attributes of the Engine Management Systems (ECU) must be totally standard. The C1 Series Organisers reserve the right to download data from a competitors ECU and to upload C1 Series Organiser's data to the ECU. The C1 Series Organisers reserve the right to require competitors to submit their ECUs for compliance checking at any time.

11.17.2 It is mandatory to use spark plugs with the following part numbers; Denso K20HR-U11, NGK LFR6C-11, Bosch FR8 SC+ or Bosch FR7 SE.

11.18 FUEL DELIVERY SYSTEMS

11.18.1 The manufacturer's entire fuel delivery system must be retained unmodified.

11.18.2 The use of alternative fuel pumps or pressure regulation equipment is prohibited.

11.19 PROHIBITED MODIFICATIONS

With the exception of the items detailed it is expressly forbidden to machine, mill, grind, polish, weld, modify or otherwise adapt parts in any way whatsoever.

12 SUSPENSIONS

12.1 PERMITTED MODIFICATIONS

12.1.1 Gaz dampers and springs as supplied by the C1 Series Organisers in 2016 are no longer allowed.

12.1.2 Dampers must be either standard or standard pattern fitment. Only the following part numbers from the specified suppliers may be used. From 2020 onwards, the only dampers allowed will be Citroen OE or KYB as specified below:

Part	Citroen	KYB	Bilstein
Front left strut	5202 SA	332808	22-235459
Front right strut	5202 SC	332807	22-235466
Rear damper	5206 EG	343808	19-235479

12.1.3 No modifications to dampers are allowed. No more than one standard bump stop rubber may be fitted to each shock absorber.

12.1.4 For the 2019 season a set from the following springs must be used. Only springs from the same manufacturer can be used. From 2020 onwards, the only spring allowed will be the Apex 70-4200.

Part	Citroen	EuroCarParts	Bilstein	Apex
Front spring	5002 HN	974540151	10-22-008-01-22	70-4200

Rear spring	5102 N6			
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- 12.1.5 Upper and/or lower front strut braces are permitted.
- 12.1.6 C1 Series Organisers supplied lower front wishbones may be used.
- 12.1.7 Rear wheel geometry may be adjusted by the use of shims fitted between the rear suspension cross member and the wheel bearing hub assembly. Standard bolts must be used and one bolt position must have no shims. The maximum camber allowed is -3.5°.
- 12.1.8 Front wheel camber must not exceed -4.0° at the start of qualification or race.
- 12.1.9 Anti-roll bar drop links may be replaced by Honda Civic drop link rods with part number 90112SE0000.
- 12.1.10 No other modifications are allowed.

12.2 PROHIBITED MODIFICATIONS

- 12.2.1 No modifications to the suspension, mounting points, rubber bushes, shock absorbers, springs or wheel alignment geometry are allowed other than from the consequences of changes by those specified in 12.1.1 to 12.1.10.

13 TRANSMISSIONS

- 13.1 The transmission must be the standard OEM fitment with type code C550 or C553. It must be housed (in the case of clutch and gear train) within the standard alloy OEM gearbox housing/bell housing and mounted in the manufacturer's intended position.
- 13.2 One of the following standard Citroen C1 gearboxes must be used without modification of any kind:

	C550 (2005 - Sept2010)	C553 (Sept2010 - May2014)
First	3.545	3.545
Second	1.913	1.913
Third	1.310	1.161
Fourth	1.027	0.973
Fifth	0.850	0.804
Diff	3.550	3.550

- 13.3 The 3.550 differential must be used, no other differential is permitted.
- 13.4 **PERMITTED MODIFICATIONS**
- 13.4.1 C1 series organiser supplied extended drive shafts must be used when C1 series organiser supplied wishbones are fitted.
- 13.4.2 You may use any of the permitted gearboxes in any of the permitted cars.
- 13.5 No other modifications or changes are allowed to the transmission assemblies or components.

14 ELECTRICS

14.1 GENERAL

The standard C1 electrical system must be retained. It is not permissible to modify the wiring loom or its ancillaries except for the following:

- Air bag firing mechanism must be removed.
- Wires for the additional optional front spot lights as defined in 14.2.3.

- Wires for optional identification lights as defined in 14.2.4.
- Modification to reverse light wiring to convert to rain light as defined in 14.3.
- The fitment of a Master Switch circuit breaker as defined in 14.7.

14.1.1 Power for cameras must be taken from the cigarette lighter socket. It is permissible to fit a cigarette lighter socket multi way adaptor.

14.1.2 The positive feed to the transponder should be taken from the blue wire on the back of the ignition switch multi cable connector.

14.1.3 Nothing may be plugged into the OBD port unless directed by the C1 series organiser.

14.2 **EXTERIOR LIGHTING**

14.2.1 All standard lights (front and rear side lights, 3 brake lights, front and rear indicators, dip and main beam headlights) must all be present and working.

14.2.2 Standard or standard pattern light units must be used. HID, LED and upgraded H4 bulbs are permitted.

14.2.3 One pair of C1 Series Organiser supplied or Masai (SKU 8-REC-4-LED-40W-Com-6012) LED spot lights may be fitted directly to the mandatory unmodified fitting bracket supplied by the C1 Series Organisers. The spot lights will be fed from a fused relay that is operated by an input from the main beam light wires behind the left-hand side headlight unit. The spot lights will activate at the same time as the standard main beam bulbs and no additional or independent operation is permitted. Additional internal switches are not allowed.

14.2.4 Identification lights are permitted. Power must be supplied by the side light circuit. The identification lights will activate at the same time as the standard side lights and no additional or independent operation is permitted. Additional internal switches are not allowed.

14.3 **RAIN LIGHT**

14.3.1 The reversing light must be converted to a red bulb and illuminate simultaneously with the rear fog light to act as an MSA compliant rain light as defined in K.5.1. No additional rain lights are permitted.

14.3.2 Additional wiring may be fitted to link the rear fog light to the reversing light or the links in the reversing light fitting may be altered so the reversing light is illuminated when the rear fog light circuit is active.

14.4 **BATTERIES**

14.4.1 The 12 volt battery must be equivalent in size, weight and amp hours as the original manufacturer's battery, fitted in the standard position and must be firmly secured.

14.5 **ALTERNATOR**

14.5.1 A functioning standard OEM specification alternator must be fitted. No modifications are allowed to the alternator, its drive mechanism or electrical circuits.

14.5.2 The auxiliary belt must have sufficient tension to make the alternator function as intended by the manufacturer.

14.6 **WINDSCREEN WIPERS**

14.6.1 Standard or standard pattern front and rear windscreen wipers and washers must be fitted and fully operational. The front wiper blade must be at least 650mm long. No modifications are allowed to the windscreen wiper blade, windscreen wiper mechanism or windscreen washer system.

14.7 **MASTER SWITCH**

- 14.7.1 A cable operated master switch battery isolator shall be mounted on the centre console within the confines of 2 vertical planes which are defined by the external faces of the centre console and a horizontal plane at the level of the bottom of the heater controls.
- 14.7.2 One side of the secondary switch labelled Z or 2 on the back of the master cut-out switch must be introduced into the blue wire from the ignition switch multi cable connector.
- 14.7.3 If a solid-state master switch battery isolator is installed, the internal operating button shall be mounted on the centre console within the confines of 2 vertical planes which are defined by the external faces of the centre console and a horizontal plane at the level of the bottom of the heater controls.

15 **BRAKES**

- 15.1 Mintex MDB2743-1144 or MDB2743-F4R brake pads supplied by the C1 Series Organisers must be used.
- 15.2 The ABS system must be operational at all times. Permanent or temporary disabling of the ABS system is prohibited.
- 15.3 Standard or standard pattern brake discs must be used. Brake discs with any friction surface grooves, holes, slots or other performance enhancing features are prohibited.
- 15.4 It is not permissible to modify the brake pipes. Standard rubber brake hoses may be replaced by braided hoses.
- 15.5 The standard handbrake must remain in the manufacturers intended position and be fully operational.

16 **WHEELS / STEERING**

- 16.1 Other than the extended track rod kit available from C1 Series Organisers no modifications of any kind are allowed to the steering system.
- 16.2 The standard steering wheel may be used. An MSA approved alternative steering wheel and either quick release or fixed boss is permitted.
- 16.3 The standard horn must be fitted, working and operated from the steering wheel centre.
- 16.4 The passenger airbag must be completely removed, the steering wheel air bag will be completely removed when fitting an alternative steering wheel but when retaining the standard steering wheel the explosive charge must be removed to completely disable the airbag but retain the function of the horn operation.
- 16.5 Wheel spacers are not permitted.
- 16.6 Standard wheel bolts must be used, wheel studs are not permitted.
- 16.7 Original Equipment Citroen 4.5J x 14ET39 steel wheels or C1 Series Organisers alloy wheels, part number 9607W4, must be used.

17 **TYRES**

17.1 **SPECIFICATIONS**

- 17.1.1 The permitted size is 155-55 X 14

- 17.1.2 All tyres must have a tread depth of at least 1.00mm across 75% of the tread when the car is presented at pre-race scrutineering and in the forming up area before racing.
- 17.1.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 17.1.4 Tyre planing/shaving is permitted.
- 17.2 **NOMINATED MANUFACTURER**
- 17.2.1 All tyres used in practice and competition must be Nankang AS1 of the standard production compound and branded with the C1 Series Organiser's mark on the sidewall.

18 WEIGHT

- 18.1 Cars must have a minimum weight of 910kg, inclusive of driver at all times during qualifying and races.
- 18.2 If ballast is required it must be fitted to the upper face of a tray supplied by the C1 Series Organisers. The tray must be attached to the 4 passenger seat mounting points using 3 x OEM seat mounting bolts and one drilled cap screw supplied by the C1 Series Organisers. The ballast must be bolted to the tray with 4 x M8 bolts, one of which must be drilled for a sealing wire. This bolt will be wired to the drilled cap screw once the correct amount of ballast has been applied to the tray to bring the car and driver to the minimum weight.
- 18.3 Drivers are not allowed to wear any form of clothing that is designed to hold ballast. All ballast must be fitted to the ballast tray.

19 FUEL TANK / FUEL

- 19.1 **FUEL TANK**
- 19.1.1 The fuel tank must be a Citroen C1 standard production item fitted in the manufacturer's original position.
- 19.1.2 Modifications to the fuel tank, sender unit, fuel pump and pressure regulator are not permitted.
- 19.1.3 The fuel pump cover panel must allow access to the fuel pump and pressure regulator. The cover panel may have mechanical fasteners fitted to replace the standard adhesive.
- 19.2 **FILLER CAP**
- 19.2.1 A filler cap must be fitted that complies with Section **K14.1.2** of the MSA Yearbook. The standard lockable filler cap may be replaced by a non-lockable one ~~supplied by the C1 Series Organisers.~~
- 19.3 **TANK GUARD**
- 19.3.1 A fuel tank guard supplied by the C1 Series Organisers must be fitted in the location specified.
- 19.4 **FUEL**
- 19.4.1 Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MSA Yearbook for the current year and complying with, BSEN228 may be used. The use of additives is prohibited.

20 NUMBERS AND CHAMPIONSHIP DECALS

20.1 POSITIONS

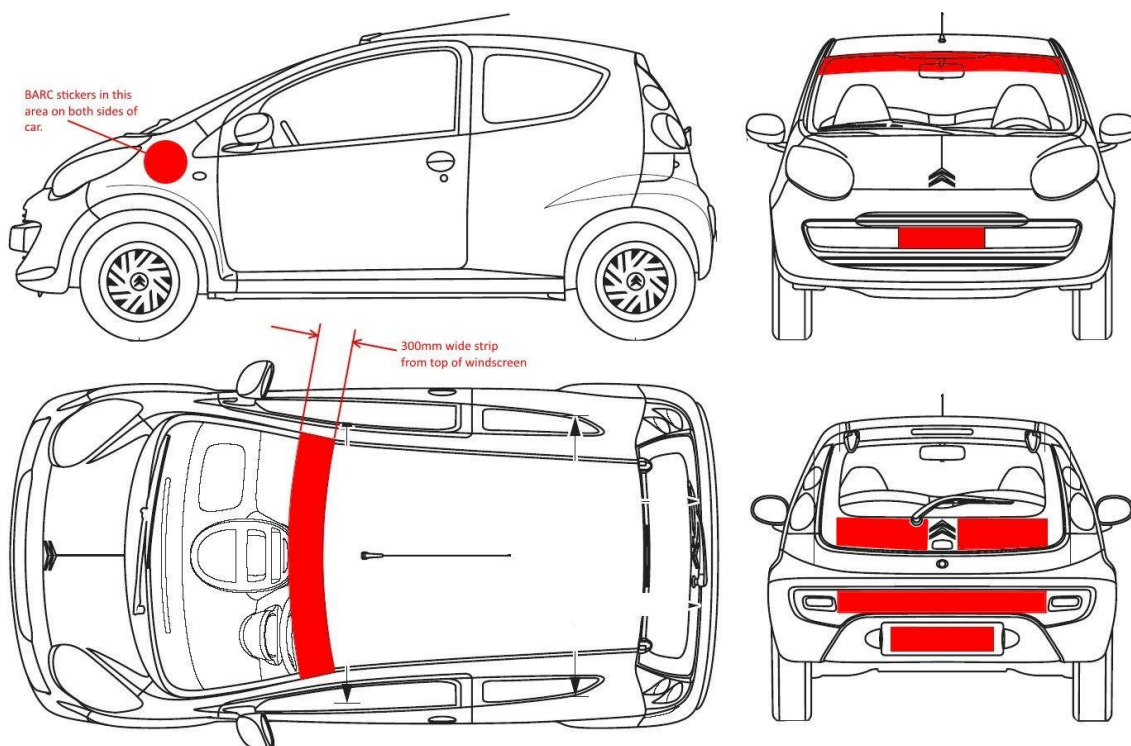
20.1.1 To be eligible to compete in this event all vehicles must carry a BARC Shield on each side in an unobscured position when viewed from a direct side elevation (assuming decals are available at the meeting signing-on). Failure to have these in place at scrutineering will render the car ineligible.

20.1.2 Race numbers must be located in the rear side windows and windscreen as required by Section Q 11.4 of the MSA Yearbook. An additional reflective yellow car number, a minimum of 150mm high is required in the top right-hand corner of the rear windscreen.

20.1.3 Competitors must locate, unmodified and in the intended orientation the decals of the Championship sponsors and associates on the cars, in the following positions:

Sponsor	Sticker location
Distrigo	Windscreen sun strip & rear bumper
Nankang Tyres	Front and rear number plate.
Other	As required in specific regs
C1 Club	On the rear windscreen to the left and right of the tailgate catch.

The following diagram shows areas in red that are reserved for sponsor and associate stickers:



21 MISCELLANEOUS

21.1 Towing eyes must be fitted front & rear and must comply with Q.19.1.3.

21.2 Electronic pit boards are not allowed. These include any device that is attached by cable or wirelessly to a computer for the purpose of passing messages from the pit wall to a driver.

Motorised pit board deployment mechanisms are not allowed. It is permissible to illuminate a manual pit board at night.

22 COMMERCIAL UNDERTAKINGS

- 22.1 In addition to any other membership, registration for the series with the C1 Racing Club is one of the conditions for entry to any event for all drivers.