



2021 One Litre Racing Club Series Regulations



Organised by:
The British Automobile Racing Club
Thruxton Circuit, Andover, Hampshire, SP11 8PN

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INTRODUCTION & AIM OF THE ONE LITRE RACING CLUB SERIES

The aim of the club is to provide a low-cost, endurance race series, for naturally aspirated standard production motor cars with a cubic capacity of one litre or less.

The marketing of the race will be directed toward track day enthusiasts to try to bring them into a racing environment.

The race is intended to attract race cars derived from, but not exclusive to:

- Alfa Romeo MiTo
- Austin Mini (+derivatives)
- Citroën C1
- Dacia Sandero
- Fiat Panda
- Hyundai I10
- Kia Picanto
- Nissan Micra
- Peugeot 107
- Renault twingo
- Skoda Citigo
- Smart cars
- Toyota Aygo, Yaris
- VW up

All the above cars are available under 1000cc capacity. The concept is a gathering of these low powered untypical performance cars which appear in many forms of motorsport and have a race with the emphasis being on fun. Please respect the spirit of these regulations.

1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The One Litre Racing Club Series is organised and administered by the British Automobile Racing Club (BARC) and promoted by the One Litre Racing Club, in accordance with the General Regulations of the Motorsport UK Association Limited (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

Race Status: Interclub

1.2 OFFICIALS:

1.2.1 Co-ordinator: TBC

1.2.2 Licensed Eligibility Scrutineer: TBC

1.2.3 Series Stewards: TBC

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 Drivers Representative: Allen Rowell - One Litre Racing Club

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Drivers and Entrant/Drivers must:

- (a) be current members of the One Litre Racing Club and
- (b) one driver per car must be a racing member of the BARC
- (c) be in possession of valid Competition Race Club status Licence, as a minimum or
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent (H.25.2. and FIA ISC Article 2.3.7.b applies).
- (e) 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.

1.3.2 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.

1.4 SERIES EVENTS:

The Series is scheduled to be contested over one event as follows:

EVENT	DATE	VENUE	CLUB
1	28/29 August	Snetterton (200)	BARC

1.5 SCORING:

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

1.6 AWARDS:

1.6.1 All awards are to be provided by the Organisers.

1.6.2 Per Event: An award will be presented to the winner of each race.

1.6.3 Presentations:

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

1.6.4 Title to all Trophies:

If Provisional Results or Series 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.

2. MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event. Entries will be collated by the One Litre Racing Club.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies.
The deposit payment will be non-refundable unless a reserve takes the place.
- 2.1.4 The Entry Fee for each event shall be specified in the Supplementary Regulations and on the entry form.
- 2.1.5 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 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Qualifying sessions will be run for a period of 45 minutes. As the car will be shared, each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (Motorsport UK Regulations Q.12.9.7).
- 2.3.3 The qualifying session provides a qualifying time and therefore the grid position for the race. The grid will be as per Motorsport UK Yearbook Q.12.9.2.a.

2.4 RACES:

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Q.12.15).

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Rolling start, unless stated otherwise in Final Instructions. The countdown procedure and audible warning sequence prior to the start of the race shall be:

SIGNAL	INSTRUCTION
1 minute	Start engines and clear the grid.
30 Seconds	Be prepared for start of 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

- 2.5.3 Any car removed from the grid after the 1-minute signal or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.

- 2.5.4. Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation Q12.11.2. 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.
- 2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact.
- 2.5.6. 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.

2.6 SESSION RED FLAG:

- 2.6.1. Should the need arise to stop any race or practice; red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This may be supplemented by the showing of red lights around the circuit.
- 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. In this situation the starting grid automatically becomes a Parc Fermé area.
- 2.6.2. Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.
- 2.6.3. All Competitors who are able to take part in any restarted race may do so in accordance with Q.12.16.

2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1. 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.
- 2.7.2. 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.
- 2.7.3. Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- A dry break system as approved by Motorsport UK must be used; (Tuff Jug's are recommended or equivalent).
- No work can be undertaken on the car during the refuelling of the car.
- Each team will need a fire extinguisher and their own fire marshal in fireproof gear, head hands and suit (this can be a driver in race approved race wear).
- 2.7.4. Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- progressively and safely slow down,
- remain behind any competitors ahead of them,
- return to the Pit Lane Entrance/Paddock Entrance as instructed,

- d) comply with any directions given by Marshals or Officials,
- e) keep their helmets on and harnesses done up while on the circuit or in the pit lane,
- f) place their car into the Parc Fermé where it must remain until released by the Scrutineer or his deputy.
- g) Attend any podium presentation that may be required.

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures (Motorsport UK regulation D26.3).

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with Q12.8.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation during races only and will be run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.12 ONBOARD CAMERAS:

Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

3. SPECIFIC SERIES REGULATIONS

3.1 GENERAL REGULATIONS

A driver may only race the car in which they set a Qualifying time no replacement cars are permitted.

3.2 GENERAL PRINCIPLES:

- 3.2.1 Pit Lane OPEN and Pit Lane CLOSED boards will be shown at the start line at the relevant point within the race.
- 3.2.2 The race distance is 210 minutes (3.5 Hours) with two mandatory pit stops and driver change.
- 3.2.3 One driver can only drive for a maximum of 70% of the race.

3.3 EVENT FORMAT:

- 3.3.1 To achieve the requirement of article 3.2.3 all teams must use multiple drivers. Each team must advise the driver names to Meeting Organisers at the time of entry and further confirm driver the order drivers will undertake practice at sign on.
- 3.3.2 Teams must advise the Meeting Organisers of the order that drivers will race at least 1 hour before the scheduled start time.
- 3.3.3 Observing 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 by the Clerk of the Course.
- 3.3.4 The driver must exit the car via the drivers' door. The engine may be left running except during re-fuelling in which case the cars' ignition must be 'dead'.
- 3.3.5 The next driver must enter the car via the drivers' door fully replacing seat belts before moving off.
- 3.3.6 Drivers may then exit the pit lane re-joining the race.

4. JUDICIAL PROCEDURES & PENALTIES

- 4.1. All penalties will be in accordance with section C of the current Motorsport UK Yearbook and these Regulations.
- 4.2. All infringements of technical regulations, arising from post practice scrutineering or judicial action may be issued with a minimum penalty upwards using the provisions of Motorsport UK Regulations: C3.3.
- 4.3. All infringements arising from post-race scrutineering or judicial action may be issued with a minimum penalty upwards using the provisions of Motorsport UK Regulations: C3.5.1(a & b).
- 4.4. For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Motorsport UK Regulation C.3.1.1.
- 4.5. All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these regulations and the general regulations of the Motorsport UK.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following technical regulations are set out in accordance with Motorsport UK specified format.

It is the intention to keep a standard external appearance to the cars.

5.2 PRESENTATION:

5.2.1 At the start of each free practice, qualifying session or race, the cars must be presented to a high standard and must be clean and in good order. The Event Organisers reserve the right to forbid cars not meeting this requirement from taking part.

5.2.2 Presentation of a vehicle for scrutineering is deemed to represent a declaration by the Competitor that the vehicle is eligible for that event and in conformity to the regulations.

5.3 TECHNICAL CHECKING:

5.3.1 The Event Organisers reserve the right to inspect, test, measure, seal or impound any component fitted to or used in conjunction with any car registered for the Event either personally or through a nominated representative. The costs of such checking shall be borne by the One Litre Racing Club but the One Litre Racing Club shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out. This will be the sole responsibility of the Competitor. Exceptions to this may include appeal / protest according to the Motorsport UK Yearbook.

5.4 SAFETY REQUIREMENTS:

All Motorsport UK Yearbook, Section K, Competitor Safety Criteria Regulations, apply as relevant unless stated herein.

5.5 SAFETY ROLL-OVER STRUCTURES:

5.5.1 All vehicles must be fitted with a safety roll-over structure as defined in the current Motorsport UK Yearbook, Section K.

5.5.2 Interior fittings, trim and bodywork may be locally modified to allow fitting of the safety over structure roll- roll cage and any door bars.

5.6 FIRE EXTINGUISHER:

5.6.1 All vehicles must be equipped with a fire extinguisher. Current Motorsport UK Yearbook Regulation Q.13.10.7 applies.

5.6.2 The external triggering point must be positioned close to the circuit breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge in accordance with current Motorsport UK Yearbook Regulation K.

5.7 MAIN EXTERNAL CIRCUIT BREAKER:

5.7.1 All vehicles must be equipped with an external circuit breaker. Current Motorsport UK Yearbook Regulation K.8.1 to K.8.5 applies.

5.7.2 The switch location must be identified by a Red Spark on a white edged blue triangle with a base of at least 12cm. and the 'On' and 'Off' positions clearly marked.

5.7.3 When the circuit breaker is 'operated' there must be no power source capable of keeping the engine running.

5.7.4 The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting, preferably on the driver's side.

5.8 SEAT & SEAT MOUNTING:

The Seat and Seat Mounting shall comply with the current Motorsport UK Yearbook Regulation K.2.2 and K.2.3.11

5.9 SEAT BELTS:

- 5.9.1 Mandatory use of seat belts. Current Motorsport UK Yearbook regulation Q.13.10.2 applies.
- 5.9.2 The Driver's seat belts must have a current FIA homologation.
- 5.9.3 It is mandatory to use seat belts, with a minimum 'four point' configuration complying with the current Motorsport UK Yearbook Regulation K.
- 5.9.4 Seat harness' must be worn and be correctly adjusted at all times during events: (Two shoulder straps and one lap strap, with four anchorage points on the chassis/body shell or roll over bar of the vehicle).

5.10 RACE CLOTHING:

- 5.10.1 Flame resistant gloves and shoes are mandatory. Current Motorsport UK Yearbook Regulation Q.12.1.1.c applies.
- 5.10.2 Crash Helmet. Crash helmets must comply with the requirements of the current Motorsport UK Yearbook K.10.1 to K.10.4 applies.
- 5.10.3 FHR. Mandatory for all forms of circuit racing.

5.11 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All vehicles must comply with Motorsport UK General Technical Regulations and the relevant parts of Sections J & Q of the Motorsport UK Yearbook except where specified below.

5.11.1 ENGINE & TRANSMISSION:

The Car Engine and Gearbox (including automatic's) combination must have been available to purchase from the original manufacturer of the production car. The engine must not exceed 1000cc and must have NO forced induction (no turbo or Supercharger).

5.11.2 TYRES:

Any road legal tyre is permitted. Toyo R888, Yokohama O48R, any similar track focused tyre, or racing slicks are not permitted.

The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.

Tyre planing/shaving is permitted.

5.11.3 COMPETITION NUMBERS:

The organisers will allow competitors to choose their race number any subsequent entries with the same number will be required to alter their race number. It is the competitor's responsibility to ensure the allocated number is displayed on each front door of the car, the bonnet or front screen and the roof or rear screen. Competition numbers must comply with the Motorsport UK Yearbook section K & Q.

5.11.4 CHASSIS:

The chassis as produced by the manufacturer.

Strengthening of the chassis in the interest of safety, by the addition of material is permitted.

Seam welding is permitted.

5.11.5 TOWING EYES / STRAPS:

Towing eyes/straps must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of Motorsport UK Yearbook Q.13.1.3.

5.11.6 GENERAL:

Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces. All panels must follow standard patterns.

Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents.

Replacement of panels with non-original material is prohibited.

It is only permitted to make holes in bulkhead for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.

All redundant holes must be covered with a non-flammable material.

5.11.7 INTERIOR:

All interior trim may be removed.

The original mirrors may be removed but vehicles must be fitted with at least one externally mounted rear-view mirror in accordance with the current Motorsport UK Yearbook section Q.13.11.1 and at least one interior mirror. The fitment of a wide-angle interior rear-view mirror is recommended.

Extra instrumentation and related switches may be fitted.

The handbrake must be fitted and working.

5.11.8 RIDE HEIGHT:

All vehicles must maintain 40mm ground clearance.

5.11.9 EXHAUSTS & SILENCING:

Exhausts are free but must comply with Motorsport UK Yearbook regulations.

All vehicles must comply with the current Motorsport UK regulations for vehicle silencing.

5.11.10 FUEL TANK, FUEL & REFUELLING:

Tanks must be standard in type and position and incorporate a non-return valve in the vent system. Fuel allowed as per Motorsport UK regulations standard pump fuel, max 99 octane and must have no additives.

Fuel sampling in accordance with Motorsport UK Yearbook D.34 may be undertaken at any time by the Organisers. The Driver/Entrant should remain with the car while the samples are taken in order to oversee the process and sign the relevant paperwork.

Samples will then be sent for analysis and the results made provisional until the outcome of the testing is known.

Re-fuelling must be carried out using a Motorsport UK compliant Tuff Jug.

Standard pump fuel must be used.

During refuelling the engine must be turned off and the driver must be out of the car with the door closed. No work may be carried out on the car whilst refuelling is in progress. Each team must provide a suitable fire extinguisher. The team member who actually refuels the car during a pit stop must wear fireproof overalls, gloves, and balaclava.

5.11.11 SUSPENSION:

Free.

5.11.12 BRAKES:

Free.

5.11.13 WINDSCREENS:

Must be of laminated glass.

5.11.14 CONTROLS:

Extra plates may be added to foot pedals.

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

One Litre Racing Club

Contact: Allen Rowell

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