



Series Bulletin 2021

Regulation Amendments & Clarifications

C1 Challenge

Bulletin Number	02
Date of Implementation:	19 August 2021
Championship Permit No:	RS2021/046

With immediate effect, the following amendment is to be made to the official Series Regulations already issued for the above Series. All additions are underlined and in red text. Where appropriate, deletions are shown in blue strikethrough.

Regulation Amendments:

Article 2.11.3 & 2.11.9.1 - Refuelling:

2.11.3 Refuelling must only take place in the pit lane with the car positioned at 45° with the front of the car toward the pit garages.

2.11.9.1 The designated 'fireman' during the refuelling procedure must position him/herself facing incoming pit lane traffic to effect as protection to the team member actually re-fuelling the car.

Article 2.12.3.1 - Driver Changes:

2.12.3.1 'Push back' of the race car into the active pit lane must not obstruct another race car that is imminently passing. Penalties may be applied if the contravention is witnessed by an official.

Article 2.22 - On-board Cameras:

2.22.1 It is the Competitors responsibility to supply and 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. The camera must be mounted to the roll cage in the area of the 'B' pillar of the car. The field of vision must record all driver inputs to the controls of the car including pedal movements, steering wheel movements and gear change movements.

Article 7.4 - Safety Requirements:

7.4 Rear harness straps are to be mounted on a roll cage harness bar to conform to Motorsport UK and seat harness manufacturers regulations. It is not permitted to have elasticated return facility on the shoulder straps of the harness.

Article 8.3 – General Technical Requirements And Exceptions:

~~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.~~

Article 10.1.2 – Safety Requirements:

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). Window tints are not permitted. See Regulation 10.3.10.

Article 11.15 – Induction Systems:

11.15 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. 'Fly by Wire' throttle bodies are not permitted.

Article 18 – Weight:

18.1 ~~Cars must have a minimum weight of 910kg, inclusive of driver at all times during qualifying and races. To check conformity the car will be weighed with a full tank of fuel and a full windscreen washer bottle. This weight plus the weight of the lightest driver must be more than 940kg. Drivers are responsible for declaring their ready-to-race weight on the club website, which can be updated at any time up to 96 hours prior to qualifying at each event. If any driver is found to be below his or her declared weight, the car(s) in which he or she is driving will be subject to penalties as defined in the C1 Racing Club Event Penalties list.~~

Cars must be presented to the Series Officials in the designated area for pre-qualification weight check during the allotted time period as illustrated in the final instructions or alternatively as advised verbally on the day. A combination of the weight of the lightest driver and the weight of the car will be used to establish the actual weight of the car which will then determine the need for additional ballast or not. The required weight of the vehicle including a full (standard and unmodified) tank of fuel and a washer bottle full of water-based fluid only and including the lightest driver in full racing attire must be a minimum of 940kg.

18.2 ~~If Should~~ ballast ~~be is~~ required to meet the minimum weight; it must be fitted to the upper face of ~~the a~~ tray supplied by the C1 Series Organisers. The tray must be attached to the ~~four (4)~~ passenger seat mounting points using ~~three (3)~~ x OEM seat mounting bolts and one ~~pre-drilled~~ socket cap ~~head~~ screw fitted to the near side rear position, supplied by the C1 Series Organisers. The ballast must be bolted to the tray using with 4 x M8 bolts, one of which must be drilled through the head to accept for a sealing wire and fitted to the near side rear position. ~~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. On completion of the fitting of ballast to meet the minimum weight requirement the two(2) drilled headed bolts will be wired together by a C1 official and sealed with a C1 seal. This seal and seal system must remain in place and shall be effective for the duration of the event.~~

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. Registered and entered drivers (for the event) of the car may be required to be weight checked wearing full racing attire to establish the validity of the nominated lightest driver.~~

18.4 It is not permitted for drivers to carry ballast on their person at any time during the event.

18.5 Post qualification and or race, cars (including the driver) may be subject to weight checking. The required weight of the car and driver as captured in parc fermé and displaying the effective unbroken ballast seal is a minimum of 910kg.

18.6 Cars with a weight seal system which C1 Officials judge to be broken or tampered with will incur the penalties described in 18.7 and 18.8 respectively.

18.7 The penalty for a car and driver as described in 18.5 not meeting the required minimum weight of 910kg post qualifying will be determined by C1 Officials and may be reported to the Clerk of the Course for further penalty.

18.8 The penalty for a car and driver as described in 18.5 not meeting the required minimum weight of 910kg post-race is disqualification from the event in its entirety which includes automatic report to the Clerk of the Course.

Reason:

Amendments due to learning points from the events undertaken this season.

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