



2025 Silverlake C1 Racing Series Sporting & Technical Regulations

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Signed: 
Robin Welsh (Mar 9, 2025 21:58 GMT)
ROBIN WELSH – SERIES COORDINATOR

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INTRODUCTION

The Operating Constitution of the C1 Racing Club

The C1 Racing Club is an association comprising of membership of annual subscription paying members.

The purpose of the club is to promote by association the C1 Racing Series.

For entries into the C1 Racing Series to be valid all drivers of an entered car must hold membership of the club.

By definition, the club reserves the right and will make final decision as to any issues of any nature surrounding or potentially affecting the harmony of the club.

In pursuance of the above, the club may at any time issue a suspension of membership which will be for a time period to be defined as relevant to the occasion.

The suspension (under the constitution of the club) will not be appealable.

It should be firmly understood that a suspension of membership to the club will deny (for the period of suspension) the suspended club member being permitted to race.

NB.

*Any items preceded by **(NB.)** are advisory and not regulatory. Any italic text is for information, and/or to illustrate organisers preferential advice*

1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2025 Silverlake C1 Racing Series is organised and administrated by the British Racing and Sports Car Club (BRSCC) in accordance with the [National Competition Rules \(NCR\)](#) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations. Throughout these regulations the term 'Organisers' may mean either BRSCC or C1 Racing Club.

Motorsport UK Series Certificate No: RS2025/078

Race Status: Interclub

1.2 OFFICIALS

1.2.1 Series Co-ordinator

Robin Welsh

Email: robin@c1racing.club

Tel: 07305 247947

1.2.1.1 Series Clerk of the Course

Darren Holmes (*or his appointed deputy*)

Email: dazholmes@gmail.com

Tel: 07866768355

1.2.2 Licenced Eligibility Scrutineer

Ron Humphreys (*or his appointed deputy*)

1.2.3. Series Stewards

D Simons, I Moore, T Parry, A Green

Any three Series Stewards will constitute a quorum. In the event of any of the Series Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Series Steward or, if deemed to be necessary, more than one alternative Series Steward.

[NCR Ch.4 App.1 Art.1.2](#) The Series Stewards [can](#) only adjudicate [upon](#) any disputes irregularities or appeals arising from the [published](#) Series Regulations. [They](#) are also empowered to consider any request from the Series Co-ordinator to penalise any Competitor for any breach of Series Regulations [and](#) after holding a formal hearing [those Stewards may](#) impose a penalty in accordance with [NCR Chapter 2](#) subject to the rights of Appeal [to the National Court there](#) provided.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) Be fully paid up valid membership card holding members of the BRSCC and
- (b) be a current member of the C1 Racing Club and
- (c) be in possession of a valid Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Racing Members of the BRSCC (a minimum of one driver per car) and
- (b) all be current members of the C1 Racing Club and
- (c) be in possession of a valid Motorsport UK Competition (Racing) Interclub status licence as a minimum
- (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 [NCR Ch.6 App.3 Art.1.6](#) and FIA ISC Article 2.3.7b 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 the 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.

- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.4 Each car must have a minimum of two and maximum of four drivers for an event of [6 hours or less](#). For events of [more than 6](#) hours, each car must have a minimum of three and a maximum of six drivers. Refer to Article 2.13 of these regulations for Driving Times.
- 1.3.5 A driver may drive no more than two cars overall in the race; however, the driver must have qualified in each car.

1.4 C1 RACING CLUB MEMBERSHIP

- 1.4.1 All competitors must join the C1 Racing Club by completing the membership form on the website with the Membership Fee being paid to C1 Racing Club (or already be a member of the club) prior to the closing date for entries for the race being entered.
- 1.4.2 The Club Membership Fee is £50 + VAT and should be paid direct to the C1 Racing Club.
- 1.4.3 C1 Racing Club reserve the right to refuse a membership application or renewal.
- 1.4.4 C1 Racing Club may expel any C1 Racing 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
- 1.4.5 Competition numbers issued will be the permanent competition numbers for the Series season.

1.5 SERIES EVENTS

The [2025](#) Silverlake C1 Racing Series will include the events below:

RACE	DATE	VENUE	ORGANISING CLUB
1	16 th March 2025 (3 Hrs)	Silverstone GP	BRSCC
2	2 nd , 3 rd & 4 th May 2025 (24 Hrs) *	Silverstone GP	BRSCC
3	14 th June 2025 (3 Hrs)	Oulton Park Isl	BRSCC
4	19 th July 2025 (3 Hrs)	Snetterton 300	BRSCC
5	20 th July 2025 (3 Hrs)	Snetterton 300	BRSCC
6	14 th September 2025 (3 Hrs)	Donington Nat	BRSCC

* It should be noted that for the Silverstone 24 Hour event, all competitors and vehicles must comply with the regulations published specifically for that event which will preside over these regulations.

- 1.5.1 All races are deemed to be “endurance races” and will be held in accordance with [NCR Ch.12 App.4 Art.3](#) except where specified exceptionally in these regulations.

1.6 SCORING

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

1.7 AWARDS

- 1.7.1 All awards are to be provided by the Organisers

1.7.2 Per Event

Trophies to 1st, 2nd and 3rd drivers for each race.

Additional 1st, 2nd and 3rd place class trophies may be awarded to entries associated to colleges/universities, subject to a minimum of three such entries.

1.7.3 Presentations

Awards will be presented at the end of each race, or at the drivers briefing of the subsequent meeting.

1.7.4 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants within 21 days of the results being declared final after each round.

In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen 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. The UK does not include the Isle of Man, Channel Isles or Eire. This means that, as the organiser the BRSCC are required to deduct tax at the current rate applicable, from such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with HMRC to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.6 Title to all Trophies

If Provisional Results are revised after any presentations and these revisions affect the distribution of any awards the competitors concerned must return such awards to the organisers in good condition within 7 days of a request being made.

- 1.7.7 The organisers and any sponsors/partners reserve the right to provide additional awards for and during the Series.

2. SERIES EVENT 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.
- 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 the acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies.
- 2.1.3.1 Any and every change made after acceptance of any entry must be notified to the C1 Racing Club in writing. Any and every change made within 14 days of the start of the event and during an event will incur an administration charge of £50 plus vat (per change) payable to C1 Racing Club.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.4.1 All entry fees must be paid by the due dates specified on the entry form or entry acknowledgement email. Entries may, at the discretion of the Organisers be withdrawn if entry fees are not paid by the due date.
- 2.1.5 Race entries belong to the C1 Racing Club and are not transferable. The entries cannot not be sold and cannot not be transferred with the sale of a car.
- 2.1.6 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings. If a driver misses a briefing they may be liable to a penalty.

2.3 DRIVER NOMINATIONS

The Secretary of the Meeting must be informed of the order in which drivers will drive during any practice, qualifying or race session a minimum of one hour prior to the scheduled start time of that session.

2.4 PRACTICE/QUALIFICATION

- 2.4.1 Should any practice or qualifying session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.4.2 Each driver must complete a minimum of 3 laps in the car (or any car to be driven by the competitor) to be raced and in the correct session in order to qualify. [NCR Ch.12 App.6 Art.3.6 applies](#). Should any competitor fail to take part in the qualifying session, they must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of [NCR Ch.12 App.6 Art.3.6](#) are met.
- 2.4.3. At events with two races, only one qualifying session will be held.

For events with one race, and for the first race of a double header event, the grid positions will be based on fastest qualification times, with the exception of the highest 10 positions. Prior to the grid being issued, the first 10 places will be determined by drawing lots, using the competition car numbers of the highest 10 placed finishers in qualifying. The first number drawn will start on pole position; the second number drawn will start in 2nd position, and so on until all 10 positions have been allocated. The draw will be witnessed by, and the final grid order determined by the Clerk of the Course.

At any double header event, the results from race 1 will determine the grid positions for race 2, with the exception of the those who were classified in 1st, 2nd and 3rd in race 1, who shall start race 2 in grid positions 10, 9 and 8 respectively. Those who finished race 1 in 4th through to 10th will move up 3 grid positions for race 2 accordingly.

The organisers reserve the right to amend this to any of the determining methods listed [NCR Ch.12 App.6 Art.5.3.](#)

- 2.4.4 If mechanical means are used by the marshals to remove the car to a safe position during qualifying, the car concerned may re-join at the sole discretion of the Clerk of the Course, but it must return to the pits for inspection prior to continuing the session.
- 2.4.5 At the end of each session, all cars must cross the Finish Line only once.

2.5 RACES

- 2.5.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ([NCR Ch.12 App.6 Art.9.3](#))
- 2.5.2 If mechanical means are used by the marshals to remove the car to a safe position, article 2.19 of these regulations will apply ("Tow Back").
- 2.5.3 At the end of each session, all cars must cross the Finish Line only once.

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 start will be via a rolling start in accordance with [NCR Ch.12 App.6 Art.6.3:](#)

The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
- III. Green Flag/Pace Lap - Complete one lap of the circuit forming into grid order prior to the final corner of the circuit
- IV. Pace Car will Leave the Circuit the red lights will be switched on – maintain speed & grid position
- V. Red Lights OFF – Race Start.

- 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 pit lane exit and after the start of race signal is given.

- 2.6.4 Any driver unable to start the Green Flag/Pace lap or start the race is required to indicate their situation as per [NCR Ch.12 App.6 Art.6.11](#).
- 2.6.4.1 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.
- 2.6.5 In the event that the starting lights fail 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. This may be supplemented by the showing of red lights around the circuit.
- 2.7.2 Competitors must slow down, must not overtake, complete the lap they are on and return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Parc Fermé conditions will apply and competitors are reminded that no team personnel are allowed onto the grid. The permitted driving time of any driver will **NOT** include any time spent on the grid under session red flag conditions.
- 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 if repairs are necessary where 2.7.3 must be observed.
- 2.7.5 Cars in the Pits may not re-join the grid.
- 2.7.6 It is not permitted to change drivers during the course of the stoppage unless specifically authorised by the Clerk of the Course. The period of time that the race is stopped will **NOT** count towards the driving times of the driver in control of the car at that time.

2.7.7 Case A – Less than two race laps completed by the race leader.

The race will be declared a “No Contest” and available competitors will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

2.7.8 Case B – More than two race laps completed by the race leader but less than 75% of the scheduled distance.

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap

less than the number of laps completed by the leader at the time of first showing the Red Flag [Signal](#). Only vehicles which are proceeding under their own power, in accordance with NCR [Ch.12 App.8 Art.1.7.j](#) at the showing of the Red Flag [Signal](#) will be classified in this first part ([NCR Ch.12 App.6 Arts.9.1.c and NCR Ch.12 App.6 Arts.9.2-9.3](#) also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR [Ch.12 App.6 Arts.9.1.d](#)).

2.7.9 Case C - More than 75% of race completed

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with NCR [Ch.12 App.6 Arts.9.1.e](#), unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

2.8 SAFETY CAR

- 2.8.1 The safety car will be brought into operation to neutralise the race upon the instructions of the Clerk of the Course in accordance with [NCR Ch.12 App.8 Art.2](#).
- 2.8.2 All competing cars must catch and line up behind the safety car in order to condense the grid 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 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.
- 2.8.4 While the safety car is in operation competing cars may stop in their pits. However, for races of six hours duration or less, any pit stop made under safety car conditions (i.e. where a car crosses the pit entry line when Safety Car boards and flags are shown) will be subject to a minimum mandatory pit stop time. The minimum pit stop time will be published by event bulletin or event final instructions. Upon conclusion of a safety car period, this minimum pit stop rule will remain in force for all cars until they have crossed the start/control line at least once under racing conditions. The pit stop time will be counted from the PIT IN to PIT OUT timing lines. This regulation will not apply to cars already in the pit lane at the start of a safety car period. Any car failing to comply will be subject to a stop/go penalty for a time period decided by the Clerk of the Course.
- 2.8.5 For all pit stops under safety car, [NCR Ch.12 App.8 Art.2.8](#) applies.
- 2.8.6 When the safety car is withdrawn competitors may not overtake each other until they have passed the green signal at the startline. [NCR Ch.12 App.8 Art.2.12](#) applies.

2.9 PIT PROCEDURES

- 2.9.1 Competitors must ensure that the Motorsport UK, 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. 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 (including the driver) may work on the car at any time in the pit lane during a pit stop. Working on the car is defined as any person touching the car or refuelling the car.
- 2.9.5 When making a pit stop, cars must stop at a 45-degree angle on the pit apron area facing their allocated pit garage. It is permitted to use a stopping board to identify the pit stop area allocated to that car. On completion of a pit stop it is not permitted for the car to reverse back into the pit lane by gear selection. This must only be done by pit crew manually pushing and guiding the car whilst the driver is in full control of the vehicle from the driver's seat, and under the control of a car controller (see 2.10.2).
- 2.9.6 Should any car require to enter a pit garage at any point in a race, it can do so by either driving directly into the garage, or stopping in a safe position in the pit lane then being pushed backwards into the pit garage by pit crew whilst the driver is in full control of the vehicle from the driver's seat. Upon exiting the pit garage, if facing forward toward the pit lane the car may be driven from the garage. Otherwise, it must be pushed from the pit garage under the guidance of a car controller (see 2.10.2) and whilst driver is in full control of the vehicle from the driver's seat.
- 2.9.7 During any Qualifying or Race session, it is not permitted to refuel or change wheels inside the garage. This may only take place in front of the garage as per the pit stop regulations.

2.10 PIT LANE PROCEDURES

- 2.10.1 The pit lane speed limit of 40kph (unless otherwise stated in the Final Instructions or by event bulletin) 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. Penalties for exceeding this limit are illustrated in section 4 of these regulations, and/or may incur an alternative penalty at the discretion of the Clerk of the Course.
- 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. Push starting is only permitted if the process is clearly under the supervision of the pit lane marshals. During pushback the car must be under the guidance of a 'car controller'. The 'car controller' must position themselves in the view of the driver via the windscreen. They must check that the Pit Lane is clear for the car to be released without impeding any other vehicle. When the 'car controller' is satisfied that release of the car is safe, the car must be pushed backwards by personnel other than the 'car controller' so that the attention of the 'car controller' remains focused on the safe release of the car into the Pit Lane.
- 2.10.3 The outer lane or lanes of the pit 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.
- 2.10.4 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 at all times. Whilst it is recommended that all personnel in the pit lane (but not on the pit wall) wear high visibility vests, this shall only be mandatory during any night time running, as declared by the Clerk of the Course.
- 2.10.5 In the event that HuTags are not used, team managers are responsible for notifying the organisers of all driver changes during the event with the paper slip provided, as soon as the stop is completed.

2.10.6 Main beam headlights must not be used in the pitlane.

2.11 REFUELLING

2.11.1 Re-fuelling must be carried out using a Sunoco/Fair Trails Enterprises Inc. Tuff Jug of 20 litres in capacity, fitted with an unmodified Ripper valve. Additional air vents into the Tuff Jug other than those of standard design are not permitted. If fitted with air vents these **MUST** be sealed shut.

2.11.2 Tuff Jugs must be clearly labelled with the race number of the car.

2.11.3 During any official session, refuelling must only take place in the pit lane with the car positioned at 45° to the pit lane with the front of the car facing the pit garage.

2.11.4 The filler cap must be securely in place at any time the car is on the circuit, failure to ensure this may result in the car being black flagged.

2.11.5 During a 24 hr event fuel **must** only be drawn from the filling station nominated by the Organisers in advance of the event and or as advised by official bulletin or SR's. An auditable paper trail of proof of purchase from the filling station nominated by the Organisers of the fuel used in the event **must** be available to the organisers.

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

2.11.7 Refuelling equipment may not be used in such a way as to increase the fuel flow rate over that of gravity and the 'as designed' ventilation system of the Tuff Jug.

The Organisers reserve the right to instruct a team to modify their refuelling procedures and failure to comply with such instruction may lead to disqualification of the car/team from the event.

2.11.7.1 There must be no excessive fuel spillage during the refuelling process. Any fuel spillage deemed excessive by a judge of fact will be reported to the Clerk of the Course for an appropriate sanction (Art. 4.2.1 refers).

2.11.8 Drivers who will be driving the car on completion of a Pit Stop are not permitted to refuel the car at that stop. The team member who actually refuels the car during a pit stop must wear fireproof overalls (in accordance with [NCR Ch.12 App.11 Art.2.6.](#) and [NCR Ch.9 Art.3.3f](#)), gloves, balaclava with goggles worn over the eyes or a full-face helmet with visor in the down position which must be demonstrably protective to the eyes of the wearer against the ingress of fuel. Fireproof shoes/socks are also recommended.

2.11.8.1 At each Pit Stop where refuelling takes place, a designated person from the team must fill the role of 'fireman'. The designated fireman may be the exiting driver, subject to 2.11.8.

NB. *Should a driver's fireproof overalls become contaminated with petrol during any re-fuelling stop the overall may be considered unsuitable for driver protection and may be confiscated for the remainder of the event.*

- 2.11.8.2 The designated 'fire man' must wear protective clothing (as in 2.11.8) as the re-fuelling team member and be equipped with an appropriate fire extinguisher capable of extinguishing a petroleum fire (see 2.11.10).
- 2.11.8.3 The 'fireman' must position his/herself adjacent to the person re-fuelling the car and also face incoming traffic into the pit lane.
- 2.11.9 Smoking/vaping is not permitted in the garages, pit lane or on the pit wall at any time during the event. All team members and guests must comply with this restriction and failure to comply may lead to immediate disqualification of the car/team concerned. (3.4.1)
- 2.11.10 Each team must provide a foam fire extinguisher with a minimum capacity of 6 litres or a powder fire extinguisher with a minimum capacity of 6 kilograms suitable for extinguishing a petroleum fire which must be held and 'ready for use' by the designated 'fireman' during any re-fuelling.

2.12 DRIVER CHANGES

- 2.12.1 For races of six hours or less duration, 3 (three) mandatory driver changes or procedural pits stops must be made. Unless otherwise specified in the Final Instruction or via a Bulletin, these stops may only take place 15 minutes after the start of the race. Any stop commenced before this time will not be counted towards the 3 mandatory stops.
- 2.12.2 All cars entering the pit lane must observe all usual pit lane safety regulations, the car must stop before seatbelts are released and driver's door is opened. Failure to comply may lead to the imposition of a Stop / Go Penalty by the Clerk of the Course.
- 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' engine must not be running. The next driver must enter the car via the drivers' door. If the same driver is driving the next period, that driver must exit the car through the driver's door, the driver's door must then be closed and then re-opened for the driver to re-enter the car. All seat belts must be fully re-instated and tightened before moving off.
- 2.12.3.1 'Push Back' of the race car into the 'active' pit lane must not cause obstruction to any other imminently passing car. Cars already proceeding in the 'active' pit lane have priority meaning if contravention is witnessed by an official or as a result of evidential camera footage made available to the organisers at a later time.

2.13 DRIVING TIME

- 2.13.1 For races of six hours or less duration a driver may drive for no longer than two hours and ten minutes in any 3 hours and 10 minutes period.
- 2.13.2 For races of more than six hours duration, a driver may drive for no longer than 3 hours in any 5-hour period.
- 2.13.3 For races of more than six hours duration, a driver may drive for no longer than 60% of the race duration in total.
- 2.13.4 "Driving time" will be deemed to include any time a driver spends on track timed from the PIT OUT to PIT IN timing lines. It will not include time spent in the pits or any time when the 'red flag' conditions orders cars back onto the grid.

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/paddock entrance as instructed
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.

2.15 RESULTS

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures ([NCR Ch.3 App.6 Art.1.4](#)) 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 [NCR Ch.12 App.6 Art.2.2](#). The type and position of the transponder is governed by regulation 5.6.3.13.

2.17.2 No electronic equipment may be placed within five metres of any official timing line or hu-tag line and any breach of this may result in the confiscation of the equipment concerned.

2.17.3 The series will operate the HuTag RFID system at all events possible. Where it is in use, it will be mandatory for all drivers to have on their person a designated HuTag (as issued by C1 Racing Club [and coded with the unique driver ID](#)) which must be scanned when exiting the pit lane (failure to do so may incur a penalty). The swapping or sharing of HuTags between drivers is forbidden.

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.

2.19.1.1 During an event of 6hrs or under, cars may be recovered back to the pits at the sole discretion of the Clerk of the Course, if requested by the driver to do so, where the car may be worked on under pit regulations.

2.19.2 During a 24hr event all cars will be recovered back to the pit lane if requested by the driver to do so. The 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, or to the pit lane if directed to do so by the Clerk of the Course.

- 2.19.3 The Clerk of the Course may, at his sole discretion, decide to refuse a recovery if the car is too badly damaged or too difficult to move.

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 event 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 at his sole discretion see fit to determine. A minimum of two hours before the start of the race will be allowed to re-assemble any components that may previously have been stripped during this process.

2.21 COMMUNICATIONS

- 2.21.1 It is not permitted for any team to have any kind of radio, electronic, electrical system or cell phone communication with the driver whilst the driver is in the car during practice, qualifying or race. Any team found doing so will be subject to the penalty as described in section 4 of these regulations.
- 2.21.2 Whilst driving, a Driver may not have on their person any form of 'smart watch'. Smart watches are capable of transmitting signals and may therefore be considered to be a communication device as listed in Art. 2.21.1 and subject the relevant penalty.
- 2.21.3 All cars must be equipped with the mandatory 'Race Control to Car' receiver for which the transmitter shall be under the sole control of the Clerk of the Course and used to communicate instructions or warnings to the drivers from Race Control. See [NCR Ch.12 App.4 Art.4.12](#). The mandatory receiver may only be purchased directly from the BRSCC, along with the bracket and wiring extensions available from C1 Racing Club Shop. Failure to comply with any message from the Clerk of the Course may result in a penalty.
- 2.21.4 In addition to 2.21.3, each Team Manager must have on their person during all official sessions the mandatory 'Race Control to Team Manager' receiver, for which the transmitter shall be under the sole control of the Clerk of the Course and used to communicate instructions or information to the Team Managers. Failure to comply with any message from the Clerk of the Course may result in a penalty.

2.22 ON-BOARD CAMERA

- 2.22.1 It is the Competitors responsibility to supply and fit (as a minimum) a camera that captures recorded images providing a view of the circuit ahead at all times when the car is on the circuit ([NCR Ch.7 App.9 applies](#)). 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 and capture the racing number of the car (which must be displayed on the dash board) in which the camera is mounted.

NB. *A second camera or rear facing camera is recommended.*

- 2.22.2 The choice of system is free but playback must be demonstrable at the event on request and by simple means such as a laptop.
- 2.22.3 The camera fitted to the vehicle must be switched on and recording for all official practice, qualifying and race sessions. If no images are available upon request, penalties may be applied in accordance with the [NCR](#) and/or the penalties listed in section 4 of these regulations. 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 penalties.

2.22.4 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera/recording device is owned by the entrant/competitor, will belong to the C1 Racing Club 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 Racing Club.

2.22.4.1 During a race, the memory card having recorded a drivers' session must be removed by a team member (2.9.4) from the car at driver 'change over' in the pit lane. The driver must retain the memory card for submission if requested by the organisers. Should the same driver be continuing to drive in the following session the memory card may remain inserted as long as the next session driven is recorded.

NB. *Competitors are advised to use a memory card with sufficient capacity and/or a second memory card to record all eventualities.*

2.22.4.2 In the case of 'driver change over' the replacement driver (or team member(2.9.4)) must insert his/her memory card to enable recording of that drivers' session.

2.22.5 Where it is necessary for the C1 Racing Club or Clerk of the Course to review footage after an event, that footage must be available for a period of 14 days after the event.

2.22.6 In the event of judicial action, all relevant on-board footage must be retained by the Organisers 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.

2.22.7 The Organisers reserve the right to order that the onboard video footage recording the best laps from the competitors who qualified in Positions 1 to 3 are broadcasted on the C1 Racing Club social media pages. The video MUST have audio and must be made available to the organisers within 1 hour of the order being made.

2.23 PARC FERMÉ

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by a Motorsport UK Scrutineer

Unless authorised by a Motorsport UK Scrutineer, no tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the request of a Motorsport UK Scrutineer or their deputy.

3. SPECIFIC SERIES REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

By competing in the Series all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Series organisers may issue warnings or require remedial actions and/or report the matter to the Series Stewards who may impose appropriate penalties which can include race bans through to Series Expulsion and referral to Motorsport UK.
- 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Series Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines

3.2 REPLACEMENT CARS

- 3.2.1 The Organisers may permit a change of car from those nominated in the Official Entry List of the event on written application being made by the entrant not less than half an hour before the start of qualifying provided that no change of car is permitted which would prevent the participation in the event of a reserve entry.
- 3.2.2 Exceptionally, such permission to change the car may be given after qualifying but before the start of the Race. Any such entry is to be started from the back of grid, subject to the vehicle having completed 3 laps qualifying.

3.3 RESERVE ENTRIES

- 3.3.1 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 qualify and replace withdrawn or retired entries in reserve number order. If a reserve is given grid places prior to issue of the first Grid Sheets for an event the times set in qualifying 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 pitlane exit. Such approval to start must be obtained from the Clerk of the Course.

3.4 ACCEPTANCE OF REGULATIONS

- 3.4.1 It is a condition of entry into this series that all persons connected to any team (in any manner) are understood to have read, agreed and accepted this entire document (the 2025 Sporting & Technical Regulations) and to be bound by the rules without exception.

4. SPECIFIC SERIES PENALTIES

In accordance [NCR Chapter 2](#), the C1 Racing Club Driving Standards Policy, and these Series Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of [NCR Ch.2 App.8 Arts.1.20-1.21](#).

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of [NCR Ch.2 App.8 Arts.2.1.a-b](#).

4.2 ADDITIONAL SPECIFIC SERIES PENALTIES

4.2.1 Datum Penalties

Infringement	Penalty
False Start	Minimum: Stop/Go Penalty
Overtaking under a yellow flag	5-minute Stop/Go penalty
Overtaking under Safety Car	Clerk of the Course Discretion
Overtaking Safety car without instruction	Clerk of the Course Discretion
Causing avoidable contact	3 min Stop/Go penalty minimum or higher at discretion of Clerk of Course
Not respecting track limits	1st – No action 2nd – First warning 3rd – Black and White Flag 4th – Drive Through Penalty 5th – Warning 6th – Stop/Go Penalty Penalties continue to increase for further offences. Track limits violations are reset by the Clerk of the Course for every hour of the race. Penalties are subject to change.
More than 3 laps under black/orange flag	Car to be cleared by scrutineer, released from pit exit then return for a Stop/Go Penalty
More than 3 laps under black flag	Call in for chat with an official
Excess speed in pit lane	Stop/Go penalty + 10 sec per kph over limit
Reversing under power in pit lane	Drive through penalty
Breach of refuelling rules (inc. excessive spillage)	3 min Stop/Go penalty
More than 4 people working on car	1 min Stop/Go penalty
Car Controller Pushing Back	Drive Through Penalty
Exiting pit lane under red light at exit	3 min Stop/Go penalty
Driving through HuTag sensor without getting green light	10 Second Stop/Go penalty
Exceeding driving time (continuously/total)	10 lap penalty
Failing/refusing breathalyser test	Disqualification of the team
Using electronic communication with the car (including the use or	5 lap penalty

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wearing of a Smart Watch – see 2.21)	
Failing to provide video coverage (including providing footage without audio)	3 lap penalty for first offence escalating to 5 laps then 10 laps for subsequent offences
Failing to nominate the starting driver before the deadline	Start from the back of the grid
Not completing the minimum number of pit stops	10-minute stop/go penalty applied at the end of the race [Q12.26(h)] (per pit stop under minimum required)
Failure to declare correct driver weight	2 lap penalty per underweight driver
Pit stop procedure	At discretion of the Clerk of Course
Unsafe release from pit box	3 min Stop/Go penalty
Prohibited use of horn/head lights in an aggressive/distracting manner	1 minute Stop/Go penalty
Breach of the 'Race with Respect' Code	Clerk of the Course Discretion
Penalties should increase for repeated offences as follows	Stop/Go penalty
	1 min Stop/Go penalty
	3 min Stop/Go penalty
	5 min Stop/Go penalty
	10 min Stop/Go penalty
	Black Flag with possible disqualification

4.2.1.1 No two penalties can be served at the same time, you must re-join the track and complete 1 FULL lap past the start line then come in to serve the next Penalty. To clarify, One out lap, one full lap, one in lap.

4.2.1.2 For all other irregularities, sanctions are left to the discretion of the officials. For any irregularity, even one sanctioned via the above table, the Clerk of the Course is always empowered to impose other or additional sanctions. The above table is a guideline for first time infringements at the event. Repetition of infringements by teams and/or individuals may be dealt with more severely. The Clerk of the Course is empowered to operate Stop and Go for any period that they consider appropriate to the offence.

4.2.2 Any Competitor may be called before the Series Stewards who at their discretion may take further action against the Competitor.

4.2.3 The Clerk of the Course may impose “drive through” or “stop/go” penalties, as defined in the these regulations, for breaches of the sporting regulations of the event and specific relevant sections of the [NCR](#). These penalties must be taken in accordance with [NCR Ch.2 App.12 Art.1.4](#) and do not carry penalty points against the drivers Motorsport UK licence. Driver changes, refuelling and any other work on the car is not permitted during such a penalty being served.

4.2.4 Random alcohol testing will take place of drivers and/or the person responsible for releasing the car from the pit/pit box into the pit lane, anyone found exceeding 0 micrograms per 100 millilitres of breath will cause the immediate disqualification of their team’s car and drivers from the event.

4.3 SOCIAL MEDIA

Should a competitor, team or team associate be considered to have brought the Series or the BRSCC into disrepute in the opinion of the Series Stewards, that competitor (as team and team associate principal) may be subject to a penalty or disqualification from the Series.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

- 5.1.1 The following technical regulations are set out in accordance with Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly state that you can do it, you should adopt the principal that you cannot.
- 5.1.2 Anything that is not explicitly authorised in writing by the C1 Racing Club and anything that is not specified either in these regulations or in any Official C1 Racing Club Bulletin is therefore strictly not permitted and thus will be regarded as a breach of these Technical Regulations and may be penalised as described in section 4.
- 5.1.3 Any modification, defined as, any change in the design, material, shape, dimension and/or surface finish of any component is not permitted. Modification, addition, variation, tuning or removal of material other than specifically permitted in these regulations is not permitted.

5.1.4 Shared Data

The C1 Racing Series is a one make series and is not a development series. All cars must compete with parts and specifications equivalent to and equal to the remainder of the grid. No mechanical or set-up advantage over another car is permitted or will be tolerated. The C1 Racing Club reserve the right to publicise any information acquired as a result of invasive technical inspections or information obtained by any other means in order to maintain a level playing field of car specification. Competitors making any attempt to withhold information regarding the aforementioned may be liable to an imposed penalty.

5.1.5 Technical Queries

Any matter querying Technical Regulations must be put in writing to the C1 Racing Club as any claim to have received clarifications or rulings on the Regulations must be substantiated by the production, on demand, of written confirmation of such granted or denied rulings.

5.1.6 Eligibility

- 5.1.6.1 All cars are subject to approval of their eligibility by the Organisers in conjunction with a Licensed Motorsport UK Scrutineer.
- 5.1.6.2 The responsibility to prove eligibility of the car entered is always that of the entrant or entrant/driver.
- 5.1.6.3 Proof of a vehicles' eligibility may be required to be substantiated by production of documents, where issued, for the vehicle and these must be available for inspection when required.
- 5.1.6.4 The Organisers in conjunction with a Licensed Motorsport UK Scrutineer shall determine matters as to the eligibility which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

5.2 GENERAL DESCRIPTION

5.2.1

The Silverlake C1 Racing Series is for competitors participating in:

Standard production pre 30 April 2014 Citroen C1 998cc 3 or 5 door saloon vehicles. These models to be referenced as Gen1 within these regulations.

And:

Standard production versions of 2014-2016, 3 and 5 door, 998cc petrol engine models of Citroen C1. Cars of the facelifted later shape. **IMPORTANT: Only Euro5 Spec cars are permitted. Later model Euro6 spec cars are not permitted.** These models to be referenced as Gen2 within these regulations.

All vehicles will race within a single class.

5.2.1.1 The Organisers reserve the right to introduce a balance of performance factor between the two generation models at any time during the series.

5.2.2 Examination of Vehicles

5.2.2.1 The Organisers reserve the right to inspect, test, measure, seal, compare or impound any component fitted to or used in conjunction with any car registered in the Series either personally or through a nominated representative.(G.1.1.2) The costs of such checking shall be borne by the Organisers, but the Organisers shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out. These costs will be borne by the Competitor.

5.2.2.2 Any breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations will be the subject of a report to the Clerk of the Course.

5.2.2.3 Any component sealed must remain sealed and may not be tampered with in any way. In the event of a seal needing to be broken to effect repair or replacement, the entrant must submit a request in writing to the Organisers who shall, where deemed necessary, approve the seal to be broken.

5.2.2.4 If a vehicle/component is sealed for subsequent technical examination, the Motorsport UK Licensed Scrutineer will inform the Competitor/ C1 Racing Club that he intends to examine the vehicle/component on any stated future date and time and at a specified location, and that the sealed items must be made available for his inspection. The removal of seals must only be undertaken after prior authorisation by an eligibility scrutineer. These arrangements are not negotiable. If a vehicle/component is not made available for an eligibility examination as required by the Motorsport UK Licensed Scrutineer, it will be considered as ineligible by default and will be reported as such to the Clerk of the Course for the application of penalties laid down under the NCR and these Series Regulations.

5.2.2.5 In addition to any seals fitted by a Motorsport UK eligibility scrutineer, the C1 Racing Club may also action the fitment of C1 Racing Club seals to any part of the car they so choose. From the time of fitment, this seal and seal system will fall under the description of a mandatory part, and must remain in place and shall be effective until authorisation from the C1 Racing Club for their removal has been granted. The removal or modification of the C1Racing Club seal or seal system without prior authorisation from the C1 Racing Club may render the car non-compliant with these technical regulations.

- 5.2.2.6 Cars having had a C1 Racing Club seal fitted, which the Organiser's judge to have been removed, broken or tampered with will be reported to the Clerk of the Course for investigation, and may incur penalties commensurate with a breach of these technical regulations.

5.3 SAFETY REQUIREMENTS

- 5.3.1 The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply.
- 5.3.2 A plumbed in fire extinguisher that complies with NCR Ch.2 App.13 Art.11.10 is mandatory (4 litre minimum recommended). The driver's activation pull cable or button must be mounted on the centre console. The mounting of the extinguisher must be directly behind the passenger seat location and must be installed using only the bracketry supplied with the extinguisher. No further brackets or mountings are permitted for the installation.

NB. See build notes.

- 5.3.3 For Gen1 cars which can be proven to the organisers to have raced with the club before January 1st 2017 a steel roll cage complying with the applicable sections of the NCR 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.

NB. Padding with Motorsport UK compliant padding is recommended in order to prevent injury.

5.3.3.1 Gen 2 Vehicles must be fitted with the C1 Racing Club supplied ROPS only.

- 5.3.4 Rear harness straps must 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.
- 5.3.5 An FIA homologated seat belt must be fitted and is mandatory ([NCR Ch.12 App.13 Art.11.3](#)). Particular attention should be given to seat belt angles and anchorage. See FIA 253-42.5.3.6 It is mandatory to use a harness with a minimum of 5(five) 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.
- NB.** *Installation guidance may also be found in the FIA publication 'Guide for the use of HANS® in international motor sport'*

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

The following Technical Regulations are set out in accordance with the [NCR](#) and it should be clearly understood that if the following texts do not clearly specify that a modification may 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 clarification from the Organisers prior to any work being undertaken must be applied for.

5.4.1 Definition Of Terms

- 5.4.1.1 **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per [NCR Ch.1 App.1 Definitions and Nomenclature](#). Checking will be by comparison to spare parts as 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.'
- 5.4.1.2 **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 [NCR Ch.1 App.1 Definitions and Nomenclature](#). 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.'**
- 5.4.1.3 **COMPONENT:** 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.
- 5.4.2 The car must be of sound construction, in good mechanical condition and well maintained in accordance with [NCR Chapter 7 & 12](#) as appropriate. It must be structurally and mechanically to MOT standard or equivalent standard for non-UK road registered cars. It must be presented in good order.

- 5.4.2.1 Any car adjudged by the organisers to fall short of the above standards may have its entry cancelled at any time, and without refund. This includes but is not limited to such things as excessive body/chassis corrosion, corroded brake pipes, any safety related item not being to the required standard.
- 5.4.3 The 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. Any non-compliance will be dealt with under normal Motorsport UK technical rules for infringement. Additional fines penalties to those applied by the Motorsport UK may be applied by the organisers for infringements. The competitor will be liable for all costs relating to any exchanged parts.
- 5.4.4 The 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.

5.5 BODYSHELL

- 5.5.1 A pre-April 2014 standard Citroen C1 or Peugeot 107 3 door vehicle produced by the manufacturer for the home (GB) or European market must be used. LHD or RHD is permitted. The car must be 'panelled' as a Citroen C1 and must be of the 2005-April 2014 generation model bodyshell. Gen2 Vehicles must only be Euro5 specification face lifted models manufactured within 2014-2016.
- 5.5.2 No part of the monocoque shell shall be removed, modified or added to. 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 5.5.3. and 5.6.2.2. Removal of seam sealer is not permitted other than to weld the ROPS feet. Adhesive sound deadening pads may be removed.
- 5.5.3 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 roll cage front legs. The main dash bar of the Gen2 may be modified to allow the correct fitment of the Gen2 ROPS.

5.6 BODYWORK

5.6.1 General

- 5.6.1.1 Other than graphics, at all times, a standard external appearance to the car must be maintained.
- 5.6.1.2 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 5.17.1.3).
- 5.6.1.3 All doors must be fitted with original lock fittings and operating mechanisms, and must be kept unlocked during any practice, qualifying or racing.
- 5.6.1.4 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 (Gen 1)

5.6.2 Interior

- 5.6.2.1 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 holes in the sills to accommodate the welded roll cage feet.
- 5.6.2.2 For Gen1 Cars, The cups spot welded to the top of the rear suspension towers must be removed to accommodate the roll cage backstay feet.

5.6.2.3 The front bulkhead must comply with the requirements of the [NCR](#). 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.

NB. *An optional single multi-hole-bulkhead fitting is permitted.*

5.6.2.4 Interior trim, fittings, courtesy light and passenger seats may be removed except as specified below. The dashboard must remain fitted including all lower trims (i.e. glove box etc.), with the non-Bluetooth OEM radio, all heater controls, lights and switches and must remain fully operational as produced 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.

5.6.2.5 [Gen1 Cars](#): The internal door trims may be replaced by panels supplied by the C1 Racing Club. 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. [Gen 2 cars MUST only use the OEM door card; however it is permitted to cut localised areas to allow fitment of the ROPS door bars.](#)

5.6.2.6 The standard driver's seat must be replaced with a racing seat. [NCR Ch.7 App.7. Art.2](#) or FIA 8855-1999 as a minimum and must be fitted in the manufacturers production position using the OEM seat fixing points and OEM runners.

5.6.2.7 Adjustable seat rails may be fitted. They must comply with [NCR Ch.7 App.7. Art.2](#). C1 Racing Club drivers seat mount reinforcement kit may also be welded in.

NB. *OEM seat runners are recommended.*

5.6.2.8 It must be possible to refit the passenger seat without moving or removing anything other than the ballast tray.

5.6.2.9 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.

5.6.2.10 A 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. C1 Racing Club Heel Plate with Foot Rest may be installed.

5.6.2.11 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. [For Gen 2 cars a replacement speedo head with a rev counter may be fitted from a Toyota Aygo. \(OEM part only\).](#)

5.6.2.12 A V-Box, Smarty Cams, Aim Solo or Solo 2 GPS lap timer (CLSolo-K1) may be fitted. [The organisers reserve the right to permit other data gathering devices, however any such permission must be received in advance by the competitor in writing.](#) If fitted the device must be powered from either the power source for the cigarette lighter socket or from the master switch. No other power source is permitted. Any system fitted must not interface with or be connected in any way to the OEM car or CANBus systems of the car.

5.6.2.13 A small battery-operated countdown/stint timer/battery powered stopwatch is allowed to be fixed securely to the interior of the car (i.e. centre consol, centre of steering wheel). No timers/or any devices are allowed to be mounted on the left of the dash top. C1 club reserve the right to ask a competitor to remove / move items. The use of more substantive clocks or timers is prohibited. Any countdown/stint timer must be battery operated and may not have any other power source. The organisers reserve the right to refuse any type of timer that is not considered by them to be following the ethos of the series. The Clerk of the Course may impose a sanction for any breach of this regulation.

5.6.2.14 Ducts may be fitted to the driver and passenger dashboard air vents to aid driver ventilation.

5.6.3 Exterior

5.6.3.1 No panel may be cut, drilled or in any other way modified other than those detailed in these regulations or in section 5.6.6.

5.6.3.1.1 Driver/passenger door windows may be converted from manual to electric operation by the use of OEM parts only. Additional electrical wiring is permitted to enable the operation of the windows as appropriate.

5.6.3.2 A minimum of 3 (three) rear view mirrors must be fitted (1 (one) interior and 2(two) exterior) and must be operational at all times. A wide-angle interior mirror is recommended. External mirrors must all be standard unmodified C1 mirror assemblies fitted in the manufacturers production position. It is however permitted and recommended to fit supplementary blind spot mirrors.

5.6.3.3 All mirrors must provide a view to the rear of the car and must not be adjusted to provide aerodynamic advantage to the car. Both door mirrors must provide a rear view at all times and must be fitted at all times including practice, qualifying and race.

5.6.3.4 Transparent coloured film may be fitted to rear view mirrors to reduce night- time glare. This must not reduce the effectiveness of the rear-view mirrors in daylight.

5.6.3.5 All elements of the standard front and rear bumper assemblies (including the crash bar(s)) must be fitted. The front bumper may have a slot cut into it on each side to facilitate the fitting of the optional spot lights. It may also have a slot cut into it on each side to facilitate fitting wire tow straps under NCR Ch.12 App.13 Art.1.3.

5.6.3.6 The bonnet must be secured by one of the following systems:

- **NB. Preferred System** - The standard bonnet secondary catch with the primary latch disabled and two (2) locking pins or straps conforming to NCR Ch.12 App.13 Art.3.4.
- Two (2) locking pins or straps conforming to NCR Ch.12 App.13 Art.3.4.

It is permitted to drill two (2) holes through the bonnet and engine bay front cross member to install bonnet pins. It is permitted to drill a maximum of four (4) holes of maximum diameter 6mm in the bonnet outer skin and four(4) holes of maximum diameter 6mm in the bumper to install bonnet straps.

5.6.3.7 It must be possible to open the rear tailgate without the use of a key and from the outside of the vehicle by either of the following methods:

A. By fitting the tailgate catch from a central locking car.

B. By fitting a pull cable to the original key operated internal tailgate catch.

5.6.3.7.1 Opening method(s) must be indicated by an adjacent 'OPEN' decal or similar.

5.6.3.8 The windscreen must be of HPR laminated glass and must be fitted at all times including practice, qualifying and race. Tinted window film is not permitted.

5.6.3.9 The standard toughened glass side and rear tailgate must be retained and must be fitted at all times including practice, qualifying and race. Tinted window film is not permitted.

5.6.3.10 Clear window film between 50µm and 100µm must be fitted to the inside of all side and rear tailgate glass. Tinted window film is not permitted.

5.6.3.11 The standard window winding mechanism (electric or manual) must be retained and must be operational on both driver and passenger windows.

5.6.3.12 All body panels must be standard or standard pattern parts.

5.6.3.13 The mandatory TSL lap timing transponder must be fitted to the front inner (right side) flich panel in the position shown below:



See 14.1.2 for wiring regulations.

5.6.3.14 Additional front/rear bumper rasteners may be fitted:

Option 1: 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.

Option 2: Front/rear bumper to wing/rear quarter fastener attachment may be fitted using a washer/bobbin and fastener and elasticated coupler

In both cases, only one additional fastener may be fitted to each corner of the car.

NB. Recommended and preferred method as attached photo:



5.6.3.15 A mandatory guard supplied by the C1 Racing Club must be fitted to the underside of the floor to protect the brake and fuel pipes as they exit the engine bay.

5.6.3.16 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 2 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 fire extinguisher and one to operate the master cut-out switch. All handles must be marked with indicative 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.

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

5.6.3.18 Front wheel arch liners may be removed, but it is recommended that they are retained.

5.6.3.19 Rear spoilers are not permitted.

5.6.4 Silhouette

The original silhouette (including below a line drawn through the front and rear hubs) of the car must be maintained, except for the variation caused by the fitment of the C1 Racing Club approved front driving lights (see 5.10.2.2) and/or the fitting of wire towing straps in accordance with [NCR Ch.12 App.13 Art.1.3](#).

5.6.5 Ground Clearance

5.6.5.1 Ground clearance must comply with the requirements of the [NCR](#). 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.

5.6.5.2 The minimum 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 listed below:

	Gen1	Gen2
Front Height	550mm	570mm
Rear Height	580mm	590mm

5.6.6 In-Race Repairs

- 5.6.6.1 During a race, a team may choose to cut, drill or modify to affect a repair having incurred damage on the course during the same race. This repair is only permitted as a result of damage incurred during the same race. It will not be acceptable to present the car at a future scrutineering session or event in the same repaired state.
- 5.6.6.2 The use of 'repair tape' is permitted in the execution of 5.6.6.1.
- 5.6.6.3 It is not permitted to use any 'repair tape' or any other type of tape for the purpose of 'taping' panel gaps. 'Taping' panel gaps is not permitted.
- 5.6.6.4 Should a car lose any bumpers, mirrors or body work during a race, it is mandatory for those parts to be refitted/replaced at the next pit stop.
- 5.6.6.5 All cars must include the windscreen, rear screen and drivers side glass at all times when on circuit. If a car loses any of these on circuit, it must pit for repairs on the lap of the incident. It may only re-join the circuit once the relevant repairs have been completed. In exceptional circumstances, the Clerk of the Course may permit a car to continue without one or more of these elements, where it is considered safe to do so by the Series Eligibility Scrutineer or another licenced Motorsport UK Scrutineer.

5.7 ENGINES

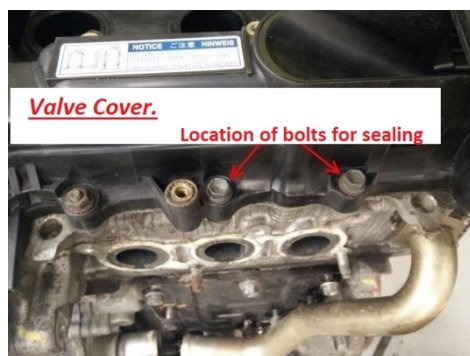
5.7.1 General Engine Regulations

The engine must be an un-altered 3 cylinder Citroen, Peugeot or Toyota unit, engine type code 1KR-FE as produced on the 1KR-FE engine production line and to the un-altered specification as new and available to the home (GB) or European market between 2005 and April 2014. The Gen2 must be fitted with an un-altered Euro5 specification 1KR-FE (2014-2016 only).

No engine modifications are permitted.

5.7.2 Engine Inspection Seal

To allow a Motorsport UK Scrutineer or C1 Club Racing the option for an engine to be sealed prior to inspection, Two bolts at the front of the valve cover must be cross drilled or replaced by competitor supplied drilled bolts. These two valve cover bolts may be wired together and sealed by a Motorsport UK Scrutineer or their appointed assistants, or by C1 Racing Club personnel in relation to fitment of C1 Racing Club seals (5.2.2.5 - 5.2.2.6). The engine will be made available for inspection at any future time as specified by the Motorsport UK scrutineer, or in relation to C1 Club seals, as requested by the C1 Racing Club.



Photograph shows the location of the valve cover bolts.

5.7.3 Air Conditioning

If fitted as standard, the air conditioning compressor and associated pipework may be removed.

5.7.4 Location

The engine must be located in the original position and by the use of OEM/pattern fittings and mounts (which must be used and installed in the OEM intended way). The lower OEM engine mount large bush may be rotated 90 degrees to help minimise engine movement.

5.7.5 Cooling Systems

5.7.5.1 No modifications to the standard cooling system are allowed.

NB: An OEM radiator from an AC model is highly recommended

5.7.5.2 The water pump must be the standard/standard pattern part and must not be modified in any way and the impeller must be present and working as the manufacturer produced.

5.7.5.3 The auxiliary belt must be the standard/standard pattern part and must not be modified in any way and must have all 6 ribs present.

5.7.6 Induction Systems

No modifications to the standard induction system are permitted.

The use of a standard or standard pattern air filter element is mandatory.

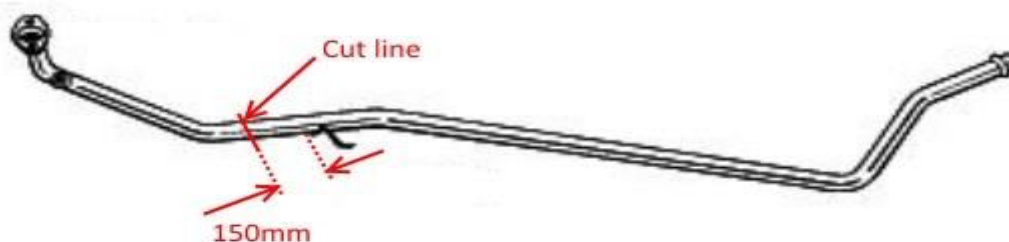
The use of a 'free flow' type filter element is not permitted.

Other than Gen2 Cars or cars adapted for disabled drivers using the OEM Automatic actuation system, 'Fly by Wire' throttle bodies are not permitted.

5.7.7 Exhaust Systems

5.7.7.1 No modifications to the standard exhaust system of either Gen1 or Gen2 models are allowed unless specified in these regulations. Removal, repositioning or modification of the Catalytic converter is not permitted unless the C1 Club tailpipe cat is fitted. In this case the OEM cat internals must be removed but no other modifications are permitted. Where fitted, the C1 Club tailpipe cat must be securely fitted to the standard tailpipe in a manner that ensures all exhaust gases pass through it. Should a tailpipe cat become damage or detached whilst the vehicle is on circuit, it must immediately pit to have this refitted or rectified.

5.7.7.2 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/bore of the exhaust centre pipe must not be altered. It is permitted to 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 maximum.

5.7.7.3 The hanger bars on the rear silencer box may be re-furbished.

5.7.7.4 Gen 1 cars: 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
<i>The parts in bold italics are preferred!</i>				
<i>Alternatively the C1 club tailpipe cat may be used with an emptied OEM cat</i>				
<i>A spacer may be added to the second lambda sensor to avoid engine light issues if the tailpipe cat is being used</i>				

5.7.7.5 Any car which in the opinion of the Clerk of the Course and/or Scrutineer has excessive exhaust blow may be prevented from continuing further in any event until such time the necessary repairs are carried out.

5.7.7.6 Gen 2 cars must be fitted with a standard exhaust system, and an OEM cat with internals removed. The EGR pipe must be intact. It is permitted to remove the Center resonator. No other modifications are permitted other than the mandatory fitment of the C1 club tailpipe cat added to the rear silencer. Art. 5.7.7.1 refers.

5.7.8 Ignition Systems

5.7.8.1 No modifications or additions to the standard ignition system are allowed.

5.7.8.2 The Engine Control Unit (ECU) must be installed with the C1 Racing Club 'Map'. The Organisers reserve the right to download data from a competitors ECU and to upload C1 Racing Club data to the ECU. The Organisers reserve the right to require competitors to submit the car ECU for compliance checking at any time.

5.7.8.3 It is mandatory to use spark plugs in matching sets of three. Only the following part no's/descriptions are permitted; Denso K20HR-U11, NGK LFR6C-11, Bosch FR8 SC+ or Bosch FR7 SE.

5.7.8.4 It is permitted to disconnect to the Variable Valve Timing Solenoid but not advised.

5.7.9 Fuel Delivery Systems

5.7.9.1 The manufacturer's entire fuel delivery system must be retained. It is permitted to add a Motorsport UK/FIA Approved dry break fuel coupling to the fuel pump exit pipe in the engine bay to aid fuel sampling and/or fuel drainage. It is permitted to modify the fuel pump wiring to allow for fuel drainage. Any modifications must be visible for inspection at any time. No other modifications are permitted.

5.7.9.2 Fuel drainage may only be carried out from fittings within the engine bay, via a Motorsport UK/FIA Approved dry break fuel coupling or from the fuel rail connection (with a suitable connector). It is not permitted to drain fuel from any connections within the cockpit, and specifically not via the OE connection on the bulkhead (*N.B. to avoid the plastic coating failing and cause a leak*).

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

5.8 SUSPENSIONS

5.8.1 Permitted Modifications

5.8.1.1 Only the following damper part numbers from the specified suppliers may be used.

Part	Citroen	KYB
Front left strut	5202 SA	332808
Front right strut	5202 SC	332807
Rear damper	5206 EG	343808

5.8.1.2 Modifications to dampers are not permitted. Bump stop rubbers must be the standard OEM type. The use of more than one bump stop per damper is not permitted. Only bump stops intended by the manufacturer for fitment to the front of the car may be fitted to the front of the car. Only bump stops intended by the manufacturer for fitment to the rear of the car may be fitted to the rear of the car.

5.8.1.3 The only spring set permitted is the Apex 70-4200. Rear Springs must be fitted in the correct orientation (closed coils to the bodyshell) and fitted with standard OEM rubber seats. Front shock absorbers must be fully fitted in to the hub and equal both sides.

- 5.8.1.4 Upper and/or lower front strut braces are permitted, providing that they are bolt-in items that require no modifications to the bodyshell for fitment and that they are firmly attached to the bodyshell at both ends. Both upper and lower braces must be off the shelf available items from a well-known manufacturer such as OMP/ Sparco. No self-fabricated or one-off items are permitted. The lower bolt on brace may only attach to the front most wishbone bolts with no other mounting / touching points. The top brace may only be attached to the strut tops.
- 5.8.1.5 C1 Racing Club supplied lower front wishbones must be used together with the C1 Racing Club extended driveshafts and track rod extenders. The standard front wishbone rear bush may be replaced with Powerflex Polybush part no: PFF12/702. It is permitted to 'tack' weld the outer casing of the Polybush to the wishbone.
- 5.8.1.6 The standard rear beam bushes may be replaced with Powerflex Polybush part no: PFR12-710
- 5.8.1.7 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 rear camber permitted is -3.5°.
- 5.8.1.8 Front wheel camber must not exceed -4.0°.
- 5.8.1.9 Anti-roll bar drop links may be replaced by Honda Civic drop link rods with part number 90112SE0000, or the specific C1 Club drop links from the C1 shop.
- 5.8.1.10 No other modifications are allowed.

5.8.2 Prohibited Modifications

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 5.8.1. For the avoidance of doubt, all suspension components including the axels must be from the MK1 2005-2014 C1 model only.

5.9 TRANSMISSIONS

- 5.9.1 The only permitted gearboxes are the standard 5 speed manual versions as fitted as OEM to either Gen1 or Gen2 Citroen C1 models. It is permissible to use any manual gearbox, from any eligible year.

The only permitted gear ratios and final drive ratio are as shown in the table below. It is not permitted to use gearboxes with any other mix of gear ratios.

	<u>Option 1</u>	<u>Option 2</u>
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

For competitor information, the Option1 gearbox contains as standard what are generally recognised as the optimum choice of gear ratios. Gearboxes with these gear ratios are fitted to earlier (pre-2011 cars) and also to Euro5 spec Gen2 cars. The Option2 gearbox is generally accepted as the less popular choice.

5.9.1.1 The 3.550 final drive must be used; no other final drive is permitted.

5.9.1.2 The use of any Limited Slip Differential or any device which provides similar influence upon the front wheels is not permitted.

5.9.2 Permitted Modifications

5.9.2.1 C1 Racing Club supplied extended drive shafts and track rod extenders must be used in conjunction with C1 Racing Club supplied wishbones.

5.9.2.2 It is permitted to use any of the permitted gearboxes in any of the permitted cars.

5.9.2.3 Cars fitted / adapted with the standard unmodified OEM Automated Gearbox actuation system, may only be used by a team where a minimum of one disabled team driver is registered and driving in that team car for any event entered.

5.9.2.4 It is not permitted for the rear beam axles from Gen1 cars to be fitted to Gen2 cars, or Gen2 axles to be fitted to Gen1 cars.

5.10 ELECTRICS

5.10.1 General

The standard C1 electrical system must be retained. It is not permitted to modify the wiring loom or its ancillaries except for the following and/or as described in 5.10.1.1, 5.10.1.2:

- Air bag firing mechanism must be removed.
- Wires for the additional optional front spot lights as defined in 5.10.2.3.
- Wires for optional identification lights as defined in 5.10.2.4.
- Modification to reverse light wiring to convert to rain light as defined in 5.10.3.
- The fitment of a Master Switch circuit breaker as defined in 5.10.7.
- Modification to ignition switch as defined in 5.10.8.
- The air bag ecu may be removed.
- Gen 2 cars MUST unplug the YAW sensor located in the air bag module on top of the exhaust tunnel under the dash.
- The Gen 2 car may have the rear wiper motor removed.

5.10.1.1 Power for cameras must be taken from the power feed to the cigarette lighter socket or from the power feed described in 5.10.1.2. It is permissible to fit a cigarette lighter socket multi way adaptor.

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

5.10.1.3 Nothing may be plugged into the OBD port unless directed by the organisers. The OBD port must be permanently connected to the car's electronic systems as manufactured. No modifications are allowed to the OBD connector or the wiring to it.

5.10.2 Exterior Lighting

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

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

5.10.2.3 One pair of C1 Series Organiser supplied LED spot lights may be fitted directly to the mandatory unmodified fitting bracket as supplied by the C1 Racing Club. The spot lights must 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 must 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. Gen 2 cars can use the Gen 1 brackets and mount them to the inner part of the crash bar to avoid bumper cuts.

N.B. See build notes on website.

5.10.2.4 Identification lights are permitted. These lights must be non-flashing or phasing and must emit a mono colour only. Power must be supplied by the side light circuit. The identification lights must activate at the same time as the standard side lights and no additional or independent operation is permitted. Additional internal switches are not permitted.

5.10.2.5 All lights detailed in Regulation 5.10.2.1 must be in working order throughout the entire Event.

5.10.2.6 It is prohibited to flash the headlights in a way that may be considered aggressive or to distract another driver, especially before an overtake.

5.10.3 Rain Light

5.10.3.1 The reversing light must be converted to a red bulb and illuminate simultaneously with the rear fog light to act as Motorsport UK compliant rain lights as defined in [NCR Ch.7 App.5. Art.6](#). No additional rain lights are permitted.

5.10.3.2 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.

5.10.4 Batteries

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

5.10.5 Alternator / Charging Circuit

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

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

5.10.5.3 The Charging Circuit must be connected and operational (as designed) at all times whilst the Engine is running.

5.10.6 Windscreen Wipers

5.10.6.1 Standard or standard pattern front and rear windscreen wipers and washers must be fitted and fully operational. The front wiper blade must be a minimum of 650mm long. No modifications are permitted to the windscreen wiper blade, windscreen wiper mechanism or windscreen washer system.

5.10.7 Master Switch

5.10.7.1 Should a solid state master switch battery isolator not be fitted; a cable operated master switch battery isolator must 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. A rearward extension to the mounting position is permitted to enable operation of the master switch with the driver seated in the full racing position with seat belts firmly secured.

5.10.7.2 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.

5.10.7.3 Should a solid-state master switch battery isolator be installed; the internal operating buttons must 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. A rearward extension to the mounting position is permitted to enable operation of the internal operating buttons with the driver seated in the full racing position with seat belts firmly secured.

NB: [NCR Ch.7 App.5 Art.5](#)

5.10.8 Ignition Switch

5.10.8.1 It is permitted to modify the ignition switch so that the steering lock is disabled.

5.11 BRAKES

5.11.1 Mintex MDB2743-1144 or MDB2743-F4R brake pads supplied by the C1 Racing Club must be used.

NB. *MDB2743-F4R brake pads are preferred for events of 4hrs +*

5.11.2 The ABS system must be operational at all times.

5.11.3 Standard or standard pattern brake discs must be used. Brake discs with any friction surface grooves, holes, slots or other performance enhancing features are not permitted.

5.11.4 It is not permitted to modify the brake pipes. Standard rubber brake hoses may be replaced by braided hoses.

5.11.5 The standard handbrake (and system) must remain in the manufacturers production position and be fully operational, and lock the rear wheels as intended.

5.12 WHEELS/STEERING

5.12.1 Other than the extended track rod kit available from C1 Racing Club, no modifications of any kind are allowed to the steering system.

- 5.12.2 The standard steering wheel may be used. A Motorsport UK approved alternative steering wheel and either quick release or fixed boss is permitted.
- 5.12.3 The standard horn must be fitted and working. A simple push button may be fitted to the steering column surround to operate the horn if a race steering wheel is used. It is prohibited to sound the horn in a way that may be considered aggressive or to distract another driver, especially before an overtake.
- 5.12.4 The driver and passenger airbag must be completely removed.
- 5.12.5 Wheel spacers are not permitted.
- 5.12.6 Standard alloy wheel bolts must be used, wheel studs are not permitted. Old steel wheel bolts are not permitted. It must be noted that old steel wheel bolts are not compatible with the alloy wheel design.
- 5.12.7 Citroen alloy wheels, part number 9607W4, or C1 Racing Club Specific Team Dynamic Pro Race LT C1 Edition wheels must be used. Wheels fitted to the car must be a matching set of 4 at all times - mix-matching of the different types of wheels is prohibited unless expressly permitted by the organiser in exceptional circumstances. If both types of wheel will be used at the same event, the car MUST be presented for weigh in with the C1 Racing Club Specific Team Dynamic Pro Race LT C1 Edition. In extenuating circumstances, and at their sole discretion, the Clerk of the Course may permit the use of alternative wheels; their decision shall be final.

5.13 TYRES

5.13.1 Specification

- 5.13.1.1 The regulation size is 155/55 R14
- 5.13.1.2 The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.
- 5.13.1.3 Tyre planing / shaving is permitted.
- 5.13.1.4 Adjudication of tyre legality will be undertaken by a nominated official of the Organisers who will be considered a Judge of Fact.

5.13.2 Nominated Manufacturer

- 5.13.2.1 All tyres used during an event must be Nankang AS-1, supplied by Nankang UK with the C1 Racing Club logo moulded into the sidewall.

5.14 WEIGHT

- 5.14.1 The weighing machinery system employed from event to event may differ. At some venues the on-site weighing system may be used and at other venues the C1 Racing Club weighing system may be used. When the chosen system has been nominated at the event by the C1 Racing Club, that same system will be employed for the entirety of that event and used in the enforcement of the following rules up to and including 5.14.9.
- 5.14.2 Car's must be presented to the Organisers 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 (excluding any seat inserts) must be a minimum of 944kg [as calculated by the C1 club ballast spread sheet](#).

- 5.14.3 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 (excluding seat insert) and displaying the unbroken ballast seal is a minimum of 910kg.
- 5.14.4 Should ballast be required to meet the minimum weight; it must be fitted to the upper face of the tray supplied by the C1 Racing Club. The tray must be attached to the 4(four) passenger seat mounting points using three 3 (three) x OEM seat mounting bolts and one (competitor supplied) pre-drilled socket cap head screw fitted to the near side rear position. The ballast must be bolted to the tray using 4 x M8 bolts, one of which must be (competitor supplied) drilled through the end of the thread to accept a sealing wire and fitted to the near side rear position. The drilled bolt must be facing thread upwards, and the other three bolts must be thread down so not to protrude towards the cabin. On completion of the fitting of ballast to meet the minimum weight requirement the 2(two) drilled bolts will be wired together by the Organisers and sealed with a C1 Racing Club seal. From the time of fitment and for the duration of the event, this seal and seal system will fall under the description of a mandatory part, and must remain in place and shall be effective for the duration of the event. The removal or modification of the seal or seal system will render the car non-compliant with these technical regulations (see 5.14.7)
- 5.14.5 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.
- 5.14.6 It is not permitted for drivers to carry ballast on their person at any time during the event.
- 5.14.7 Cars with a weight seal which Organiser's judge to be broken or tampered with will be reported to the Motorsport UK Scrutineer for investigation, and will incur the penalties described in 5.14.10.
- 5.14.8 The penalty for a car and driver as described in 5.14.3 not meeting the required minimum weight of 910kg post qualifying will be determined by the Organisers and may be reported by the Motorsport UK Scrutineer to the Clerk of the Course for further penalty.
- 5.14.9 The penalty for a car and driver as described in 5.14.3 not meeting the required minimum weight of 910kg will be in accordance with Article 4.1 of these regulations.
- 5.14.10 The penalty for a car and driver not meeting the requirement of 5.14.3 and adjudged by the organisers to fall foul of 5.14.7 is disqualification from the event in its entirety, which includes an automatic report to the Clerk of the Course by the Motorsport UK Scrutineer.

5.15 FUEL TANK AND FUEL

5.15.1 Fuel Tank

- 5.15.1.1 The fuel tank must be a Citroen C1 standard production item fitted in the manufactured original position.
- 5.15.1.2 Modifications to the fuel tank, sender unit, fuel pump, pipe work (other than to install a dry break system – see Article 5.7.9.1) and pressure regulator are not permitted.

5.15.1.3 The fuel pump cover panel must allow access to the fuel pump and pressure regulator. The cover panel may be modified and have additional mechanical fasteners fitted to enable access to the fuel pump and pressure regulator.

5.15.2 Filler Cap

A filler cap must be fitted. The standard lockable filler cap must be replaced by a non-lockable one.

5.15.3 Tank Guard

For Gen 1 cars, a fuel tank guard supplied by the C1 Racing Club must be fitted in the location specified. Gen 2 cars are not required to use the fuel tank guard but may if they wish.

5.15.4 Fuel

5.15.4.1 Petrol as available and sourced from roadside filling stations to BS EN 228 standard must be used, is the only fuel to be used. The modification of fuel including the use of additives is not permitted. The removal of the ethanol content from the fuel is not permitted.

5.15.4.2 Other than the OEM introduction of air and fuel (as described in 19.4.1) into the engine, the introduction of any other media into the combustion chambers is not permitted.

5.15.4.3 An audit trail for all fuel purchased and used in any event must be demonstrable.

5.16 COMPETITION NUMBERS/DECALS

5.16.1 Positions

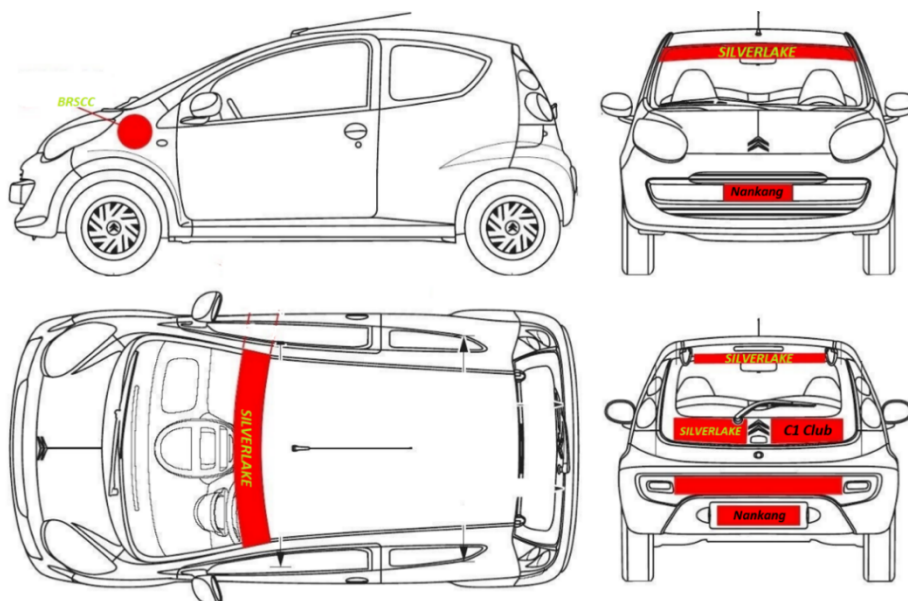
5.16.1.1 To be eligible to compete in any event all vehicles must carry a BRSCC decal on each side and in an unobscured position when viewed from a direct side elevation and as illustrated in 5.17.1.3.

5.16.1.2 Race numbers must be located on the rear side windows and windscreen as required by NCR Ch.12 App.4 Arts.5.7-5.8 of the NCR. (coloured reflective yellow, a minimum of 200mm high and at least a stroke width of 20mm for the rear-side windows, and 150mm high and at least a stroke width of 20mm for the front windscreen). An additional black car number (minimum digit height size 125mm) on a white background A5 size only is required in the top right-hand corner of the rear tailgate. For races with night time running, both side and rear numbers must be black on a white background, and the white background must be an electroluminescent panel and must be of A5 (REAR) or A4 size (SIDE) only. Power must be supplied by the side light circuit. The electroluminescent panel must activate at the same time as the standard side lights and no additional or independent operation is permitted. Additional internal switches are not allowed.

5.16.1.3 Competitors must locate, unmodified and in the intended orientation the decals of the series sponsors and associates on the cars, as follows:

- Windscreen Sunstrip & Tailgate Sunstrip & to the left of Tailgate catch : **SILVERLAKE**
- Front & Rear numberplates: **NANKANG**
- To the right of the Tailgate catch: **C1 CLUB**
- Front wings (left & right) (as illustrated): **BRSCC**

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



5.17 MISCELLANEOUS

5.17.1 Towing eyes must be fitted front & rear and must comply with [NCR Ch.12 App.13 Art.1.3..](#)

5.17.2 Electronic pit boards are not permitted. 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 permitted. It is permitted to illuminate a manual pit board at night.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Series Stewards and/or the [National Court](#).

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club

[Unit 25, Wheatley Business Centre](#)

[Old London Road](#)

[Wheatley](#)

[Oxford](#)

[OX33 1XW](#)

Tel: 01732 780100

www.brsc.co.uk

6.2 COMMERCIAL UNDERTAKINGS

In addition to any other membership; Registration for the series with, and membership of, the C1 Racing Club are mandatory conditions of entry to any event for all drivers of the car.

2025 C1 Racing Series - Sporting & Technical Regulations [PUBLISHED 09MAR2025]

Final Audit Report

2025-03-09

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