

C1 Eurocup – Sportif Regulation

Article 1 – ORGANIZATION

1.1 A.S. Marques – Motor Sponsor Unipessoal Lda. in collaboration with its Sponsors, duly authorized by the Portuguese Federation of Automobile and Karting (FPAK), will organize in 2023 a sports event reserved named "C1 Eurocup", which will be governed by the International Sporting Code (ISC) and its annexes, by the General Automobile and Karting Prescriptions (PGAK), by the Specific Speed Prescriptions (PEV), by the applicable Sporting and Technical Regulations, and by this Regulation and by any other regulation or interpretation published by FPAK.

1.2 Cases not covered by this Regulation, as well as all doubts arising from its interpretation, will be analyzed, and decided by the Organizing Committee of "C1 Eurocup", which will submit such decisions for FPAK ratification.

1.3 The organizing committee reserves the right to refuse registration for a race/event, however, it must inform the interested party as well as FPAK of the reason for this refusal.

Article 2 – RACE / EVENT POINTS

2.1 The "C1 Eurocup" competition, will have 5 (five) weekends of races/events, according to the following sports calendar:

DATE	RACE NAME	FORMAT	ORGANISER	CIRCUIT
1 st & 2 nd April	7H ZOLDER	7 Hours	C1 Racing Teams A.S.B.L	ZOLDER
27 th & 28 th May	6H ESTORIL	3 + 3 Hours	ACDME	ESTORIL
2 nd & 3 rd September	8H ESTORIL	8 Hours	ACDME	ESTORIL
20 th to 22 nd October	24H SPA	24 Hours	C1 Racing Teams A.S.B.L	SPA
9 th & 10 th December	24H PORTIMÃO	24 Hours	AIA	PORTIMÃO

2.2 The Organizing Committee of the "C1 Eurocup" reserves the right to modify the current schedules, replacing, suppressing, canceling, or altering the date of any of the races/events, with prior authorization from FPAK.

Article 3 - ORGANIZING COMMITTEE

The Organizing Committee of the "C1 Eurocup" is constituted as follows:

ORGANISER:	A.S. Marques – Motor Sponsor Unipessoal Lda	
ADRESS:	Av. Leite de Vasconcelos 13, 2610-100 Lisboa	
EMAIL WEB:	info@motorsponsor.pt	www.motorsponsor.pt
REPRESENTED BY:	André Marques	Ricardo Leitão

Article 4 - LICENSES

4.1 All competitors and drivers participating in the races/events must hold a National Sports License B or higher, in accordance with the provisions of the FPAK Sports License Issuance Regulations valid for the current year.

4.2 Drivers aged 16 or over who hold a valid NATIONAL B or higher sports license may also participate. However, the participation of such drivers will be subject to the restrictions imposed in Article 2 of the Sports License Issuance Regulations.

4.3 It is recalled that, under the current Sports License Issuance Regulations, and by virtue of International Regulation - transcribed into national regulation - persons under the age of 18 cannot hold a competitor's license. If necessary, such a license will be issued in the name of one of the parents (or legal guardian if applicable), and will be solely and exclusively linked to the respective driver.

4.4 In each race/event, the drivers themselves and/or holders of collective licenses will be admitted as competitors. If the competitor is not the driver, the competitor must hold a Sports Competitor License in accordance with the provisions of the Sports License Issuance Regulations.

Article 5 - ALLOWED VEHICLES

5.1 Only Citroen brand vehicles, model C1, 1.0 petrol, 3 doors, manufactured before April 2014, with left-hand drive, and in accordance with the technical regulations of the "C1 Eurocup" will score in the races/events.

5.2 Right-hand drive vehicles are only authorized to participate in the GUEST category. They do not score points for the final classification of the "C1 Eurocup". If there are 3 (three) or more registered/participating drivers, they will be entitled to a final podium.

5.3 The organizing committee of the "C1 Eurocup" may register a vehicle for invited drivers in each race/event, who, for all intents and purposes, will be on an equal footing with the other participants in the trophy, excluding scores and prizes for the trophy.

5.5 Vehicles with suspensions described in paragraphs 13.9 to 13.13 of the technical regulations are allowed. These vehicles will be classified in the GEN 1 class.

5.6 Vehicles with UK specifications will be allocated to the UK class.

5.7 Vehicles with Belgian specifications will be allocated to the BE class.

Article 6 - REGISTRATION FOR RACES/EVENTS - REGISTRATION FEE - INSURANCE

6.1 Registration for each of the races/events eligible for the "C1 Eurocup" is the responsibility of the competitor and must be carried out by interested parties with the Organizing Committee within the deadlines stipulated in the respective regulations of each race/event.

6.2 The registration fee each race of the 2023 calendar is displayed at www.motorsponsor.pt.

6.3 In addition to the registration fee, the liability insurance premium of all competitors and/or drivers must be charged, in accordance with Article 17 of the PGAK.

Article 7 - DRIVERS' EQUIPMENT

7.1 Throughout the races/events, drivers are required to use the equipment defined in Chapter II of Annex L to the CDI and Article 11.2 of the PGAK under penalty of disqualification.

Article 8 - TEAMS and CATEGORIES

8.1 C1 Eurocup up to 12H races:

8.1.1 Each team shall consist of a maximum of 6 (four) drivers and a minimum of 3 (three) driver.

8.1.2 Sports Director - in accordance with Article 19 of the PEV.

8.1.3 Until the end of the administrative checks, teams composed of 2 (two) drivers may request the inclusion of more drivers in accordance with Article 43.2.2 b) of the PEV.

8.2 C1 Eurocup over 12H races:

8.2.1 Each team shall consist of a maximum of 8 (eight) drivers and a minimum of 3 (three) drivers.

8.2.2 Sports Director - in accordance with Article 19 of the PEV.

8.2.3 Until the end of the administrative checks, teams composed of 3 (three) drivers may request the inclusion of one more driver in accordance with Article 43.2.2 b) of the PEV.

8.3 Identification of drivers in competition: In each team, each driver must, from the start of timed practice and throughout the race/event, wear an RFID tag provided by the organizing committee of the "C1 Eurocup".

8.4 Driver Categories

8.4.1 Depending on each driver's experience, a category will be assigned:

a) Gold - Won titles in national/international car races/events.

b) Silver - Achieved pole position and/or fastest lap and/or race win and/or podium position in national/international car races/events.

c) Bronze - Never achieved pole position and/or fastest lap and/or race win and/or podium position in national/international car races/events.

8.4.2 The organizing committee of the "C1 Eurocup" reserves the right to assign a category to a driver.

8.5 Team Categories

8.5.1 Depending on the categories of the drivers that make up the teams, a category will be assigned:

a) Pro is composed of:

a.1) gold and silver drivers

a.2) gold and bronze drivers

a.3) silver and bronze drivers

b) Amateur is composed of:

b.1) bronze drivers

8.5.2 Inside each category, (Pro and Amateur) there will be the following sub-categories for each team:

a) C1 + 45 – When the average age of the drivers is over 45.

b) C1 - 45 – When the average age of the drivers is under 45.

c) C1 - 30 – When the average age of the drivers is under 30.

d) C1 - NEW – 70% of the driver's lineup never raced in the C1 Eurocup.

8.5.3 The organizing committee of the "C1 Eurocup" reserves the right to assign a category to a team.

Article 9 - COMPETITION NUMBERS AND DRIVER NAMES

9.1 For the purpose of displaying competition numbers and driver names, the dimensions and locations of placement specified in Annex 1 of this Regulation must be respected.

9.2 Permanent competition numbers will be assigned to all races/events upon registration for the Trophy.

9.3 In case of a request for the same number, it will be assigned to the competitor who first registered for the "C1 Eurocup".

Article 10 - MANDATORY ADVERTISING

10.1 By registering for the "C1 Eurocup", competitors agree to display the advertising specified in the plan attached to this Regulation on their vehicles' bodies, in the locations and formats indicated. This advertising must already be displayed at the time of initial technical inspections and must remain in place throughout the race/event.

10.2 The mandatory advertising will be provided by the organizing committee to the teams registered for the races/events.

10.3 Competitors undertake not to display any advertising inscription of competing brands, products, or companies on their personal clothing or assistance team's clothing, their vehicle, or their assistance material, without prior authorization from the organizing committee.

10.4 In case of any incompatibility between the competitor's sponsors and the mandatory advertising proposed by the organizing committee, the competitor must request an exceptional authorization, which will be analyzed by the organizing committee.

Article 11 - TIRES

11.1 The tires used in every race of the calendar, must be Nankang brand, AS1 model, size 155/55 R14, from the beginning to the end of the race/event and acquired exclusively from the official supplier defined by the organizing committee.

11.2 The minimum number of tires that must be used per race/event is the following:

DATE	RACE NAME	MINIMUM NUMBER OF TYRES
1 st & 2 nd April	7H ZOLDER	6
27 th & 28 th May	6H ESTORIL	6
2 nd & 3 rd September	8H ESTORIL	6
20 th to 22 nd October	24H SPA	8
8 th to 10 th December	24H PORTIMÃO	8

11.3 In timed practices, new tires (front) must be kept throughout the session and cannot be changed position.

11.4 It is mandatory to start all races of the "C1 Endurance Trophy" with 2 new tires on the front axle.

11.5 It is mandatory to acquire a minimum of 8 new tires for the 24H races.

11.6 It is mandatory to acquire a minimum of 6 new tires for the races with less than 12 hours.

11.7 In case of need, more tires can be acquired provided they are authorized by the organizing committee.

11.8 It is only allowed to use tires from previous events on axles where new tires are not mandatory.

11.9 All tires that are mandatory to use must be marked as designated by the organization for the specific event.

11.10 The tire markings will be controlled by the technical commissioners of the "C1 Eurocup", who will supervise compliance with them.

11.11 Within the same event, it is not allowed to change already marked tires, except in case of a proven manufacturing defect duly attested by the official supplier and authorized by the college of sports commissioners (CCD) of the event. In that case, there will be no penalty for marking outside the scheduled time.

11.12 It is the competitor's responsibility to ensure that the tires on their vehicle are correctly marked and/or registered.

11.13 Competitors must accept the damage resulting from any incorrect marking or registration of tires.

11.14 It is the responsibility of each competitor to ensure that the markings remain intact throughout the entire event.

11.15 Markings will be considered degraded when they cannot be read.

11.16 All teams participating in timed practices or races with unmarked tires will be penalized by the CCD, and the sanction may even result in disqualification from the event.

11.17 The use of marked or remarked tires from another vehicle is prohibited.

11.18 During the entire duration of the timed practices, the technical commissioners of the "C1 Eurocup" may randomly check at the pitlane exit if the tires of the vehicles comply with the regulations.

11.19 If the control referred to in the previous paragraph needs to be carried out, the driver of the vehicle in question will be properly signaled by the technical commissioners and must stop at the area indicated. After authorization from the technical commissioners of the driver can enter the track.

11.20 The random check referred to in the previous paragraphs can be carried out inside the boxes of each competitor during the timed practice sessions.

Article 12 - FUEL

12.1 The fuel to be used will be of current commercialization, limited to octane rating RON 95, from the beginning to the end of the event, and purchased exclusively at the pump of the event, referred to in the regulation of the same.

12.2 After the official timed practice sessions and at the end of each race, competition vehicles must have at least 3 (three) liters of fuel in their respective tanks.

12.3 If there is a lower amount of fuel, Art. 23.3 of the PEV applies.

12.4 For the purposes of fuel collection, Art. 23.5 and 23.6 of the PEV apply.

Article 13 – SCRUTENEERING

13.1 In each competition/event, there will be an administrative check on the competitor's documentation, the drivers' licenses, and the validity of the sports licenses.

13.1.1 During the current Covid-19 pandemic crisis, the organizer of the competition/event may apply Art. 18.1.1 of the PEV. Such definition is made in the regulation of the competition/event.

13.2 The initial technical checks will start after the administrative checks and will be carried out at the location indicated in each regulation of the competition/event in question.

13.3 At the end of the competition/event, the top 4 (four) in each category, as well as other nominated competitors, will always be subject to technical checks.

13.4 Any vehicle that shows a value outside the parameters defined in the technical regulation implies disqualification from the event, to be pronounced by the CCD after the report of the said checks has been delivered.

Article 14 - FORMULA OF THE COMPETITION/EVENT

14.1 In all competitions/events integrated in the "C1 Eurocup":

14.1.1 Each driver must qualify their vehicle by completing at least one timed lap.

14.1.2 All laps completed during timed practices will be timed to determine the teams position on the starting grid.

14.1.3 In order to participate in the race, all drivers must have qualified their vehicle. However, at the recommendation of the race director, the college of sports commissioners for the competition/event (CCD) may exceptionally authorize a driver to participate in the competition/event without having met this minimum requirement.

14.1.4 In the event that none of the drivers on a team has completed the minimum qualifying requirement during the timed practice session, Art. 46.3.e) of the PEV will apply.

14.2 At the end of the timed practice session, the provisional ranking of the vehicles that have achieved the best times, signed by the race director, will be published, including a maximum number of drivers that cannot exceed the number of vehicles admitted to the race.

14.3 If one or more drivers achieve identical times, priority will be given to the one who achieved that time first.

Article 15 - STARTING GRID

15.1 The starting grid formation for the races of the "C1 Eurocup" shall be carried out according to the terms defined in Article 46.5 of the PEV.

15.1.1 The starting grid for all races will be published 60 (sixty) minutes before its start, after being approved by the CCD and will feature the name of the driver that the team previously designated to start the first race.

15.2 The starting grid for each race will be drawn up according to Article 46.5 of the PEV. If there is a race 2, it will be drawn up according to the provisional classification of the previous race.

Article 16 - STARTING PROCEDURE

16.1 The C1 Eurocup will have rolling start procedures, in accordance with what is defined in Articles 30.1, 30.2 and 30.9 of the PEV.

Article 17 - PIT STOP PROCEDURES

17.1 GENERAL RULES

17.1.1 Any bodywork repairs and replacement of mechanical parts must be carried out inside the garage, and the presence of a suitable fire extinguisher is mandatory.

17.1.2 Tire changes may be made outside the garage, in front of it (pit lane interior).

17.1.3 A maximum of 4 (four) duly identified assistants may work on the vehicle at any time during a pit stop, with any touch to the vehicle or refueling of it being defined as work.

17.1.4 The pit lane speed limit is 60 km/h.

17.1.5 No vehicle is allowed to reverse in the pit lane under its own power. If the vehicle passes its location in the pit lane, it must be pushed back by the team assistants who are properly identified.

17.1.6 The pit lane fast lane must be kept clear to always allow the safe passage of vehicles.

17.2 REFUELING

17.2.1 Refueling must be carried out using a Sunoco / Fair Trails Enterprises Inc. "Tuff Jug" equipped with an adapter provided by the organizing committee.

17.2.2 Refueling must be done outside the garage, in front of it in the pit lane interior. Any violation of this rule will be penalized by the CCD.

17.2.3 The fuel tank cap must be securely in place at any time when the vehicle is on the track.

17.2.4 During refueling, the engine must be turned off and the driver must exit the vehicle.

17.2.5 No other operations may be carried out during refueling.

17.2.6 The refueling equipment cannot be modified to increase the flow rate.

17.2.7 The team member refueling the vehicle during a pit stop must wear fireproof overalls, gloves, and balaclava. In addition, a fire extinguisher must be adjacent to another team member also dressed in fireproof overalls, gloves, and balaclava during the refueling process in case it needs to be used. (see Art. 48.3 of the PEV)

17.2.8 Any infringement of the provisions in Art. will result in penalties imposed by the CCD.

17.2.9 Team members and guests are not allowed to smoke (including e-cigarettes) in the garages, pit lane, or box wall during the race/event.

17.2.10 Failure to comply with the prohibition established in the previous number will result in the immediate disqualification of the team of the vehicle in question.

17.3 WEIGHT CHANGE

17.3.1 The driver, when entering the pit lane to change drivers, may be required to stop at a weight control line, the location of which will be informed during the briefing of each race/event through an addendum which must be received and signed by all competitors.

17.3.2 At this line, a technical commissioner of the "C1 Eurocup" accompanied by the technical commissioner of the race or whoever he designates will verify the weight within the ballast box.

17.3.3 After verification, the driver may proceed down the pit lane to his box to perform the necessary operations.

17.4 – MANDATORY STOPS AND DRIVING TIMES

17.4.1 – For the 24 Hours race of the C1 Eurocup:

17.4.1.1 – 15 (fifteen) mandatory pit stops must be performed during the race.

17.4.1.2 – 5 (five) mandatory stops with a pit-to-pit time of 360 (three hundred and sixty) seconds and 10 (ten) mandatory stops with a pit-to-pit time of 120 (one hundred and twenty) seconds must be made.

17.4.1.3 – All drivers must drive a minimum total of 60 (sixty) minutes and cannot drive more than 95 (ninety-five) minutes consecutively.

17.4.1.4 – There are no entry windows for mandatory pit stops.

17.4.1.5 – The driver must exit the vehicle through the driver's door, and the engine can remain running, except during refueling.

Article 19 – PARC FERMÉ

- 19.1** Only officials in charge of technical checks may enter the closed park.
- 19.2** No intervention of any kind may be made without the officials' authorization.
- 19.3** The closed park regulations apply to the entire area between the finish line and the entrance of the closed park.
- 19.4** The closed park will be sufficiently large and protected to ensure that no unauthorized person may access it.
- 19.5** At the end of the free practice session (when applicable), there will be no closed park regime for the vehicles.
- 19.6** Immediately after the timed practice end signal (checkered flag), the closed park regime will be applied.
- 19.7** After the period established in Art. 12.1 of the PGAK, the park may be opened by the CCD's indication.
- 19.8** Immediately after the race end signal or each race (checkered flag), the closed park regime will be applied.
- 19.9** At the end of the race, the provisional classification will be posted according to Art. 12.1 of the PGAK.
- 19.10** After the period established in Art. 12.1 of the PGAK, the park may be opened by the CCD's indication.

Article 20 - PODIUM CEREMONY - AWARDS

- 20.1** At the end of each race of the "C1 Eurocup," a podium ceremony will take place.
- 20.2** Trophies will be awarded to the top 3 (three) drivers in each category and sub-category, respecting the ascending order (3rd, 2nd, and 1st) of the classification for their delivery, during the podium ceremony.
- 20.3** In accordance with Art. 16.2 of the PGAK, the absence of prize-winning drivers at the awards ceremony without prior justification may be penalized.

Article 21 - TROPHY CLASSIFICATION

21.1 In all events, each team will obtain the following points according to their position in the final general classification:

CLASSIFICATION	POINTS
1st	25 Points
2nd	20 Points
3rd	17 Points
4th	14 Points
5th	12 Points

CLASSIFICATION	POINTS
6th	10 Points
7th	8 Points
8th	6 Points
9th	4 Points
10th	2 Points

21.1.2 - From the 11th position onwards (inclusive), all remaining classified drivers will receive 1 (one) point.

Article 23 - PENALTIES

23.1 The following penalties apply to the following operations:

- o Bodywork repairs and mechanical organ replacement made outside the garage
- o More than 4 (four) assistants working on the vehicle
- o Exceeding the speed limit in the pit lane, both in training and in races
- o Reversing in the pit lane using their own means
- o Fueling with the engine running
- o Carrying out other operations during refueling
- o Non-compliance with the mandatory clothing for refueling
- o Failure to comply with driving times
- o Lack of driver weight

23.1.2 Penalties:

- o 1st offense: Stop & Go of 60 (sixty seconds)
- o 2nd offense: Stop & Go of 360 (three hundred and sixty seconds)
- o 3rd offense: Disqualification from the event

23.2 The following penalties apply to the following operations:

- o Failure to comply with mandatory stop times (loop to loop).

23.2.2 Penalty:

- o Stop & Go with the duration of the time not fulfilled + 1 minute.

Example: If a driver stops for 4:30 minutes instead of 5:00 minutes, they will have a Stop & Go of 30 seconds + 1 minute.

23.3 Infractions committed during timed trials will result in the cancellation of timed trial times - which are deemed necessary - or the loss of positions on the starting grid.

Article 24 - DISCIPLINE

24.1 In order to maintain discipline and fair racing, all drivers and teams participating in the "C1 Eurocup" will have 12 credits at the beginning of the season. Depending on the severity of the situation, as judged by the CCD, credits will be deducted according to the following penalties:

- a) Very serious - 9 driver credits / 7 team credits
- b) Serious - 6 driver credits / 4 team credits
- c) Minor - 3 driver credits / 1 team credit

24.2 The driver and/or team that runs out of credits is automatically disqualified from the "C1 Eurocup" for the current season and the next.

Article 25 - INTERPRETATIONS - MODIFICATIONS - ADDITIONS

25.1 Any modifications to this Regulation will be duly introduced as specified in Art. 1.6.1 of the PGAK.

Article 26 - TECHNICAL COMMITTEE

26.1 Chief Technical Commissioner - TBC