



1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The Safety Devices | GAZ Shocks Compact Cup Championship is organised and administered by the 750 Motor Club Ltd in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1. MSA Championship Permit No: CH2014/R028
2. MSA Championship Grade: C.
- 3: Race Status: Clubman/National B.

1.2: OFFICIALS:

1. **Co-Ordinator:** Giles Groombridge, The Seven Fifty Motor Club, The Conservatory Suite, Donington Park, Castle Donington, Derbyshire. DE74 2RP (☎ 01332 814548; ✉ giles@750mc.co.uk).
2. **Eligibility Scrutineer:** Matthew Lambkin-Smith
3. **Stewards:**
H.Holder. R.Knight I.Sowman

1.3: COMPETITOR ELIGIBILITY:

1. Entrants must be fully paid up valid membership card holding members of the 750 Motor Club Ltd and possess a valid current year's MSA Entrants Licence.
2. Drivers must be fully paid up valid membership card holding members of the 750 Motor Club Ltd, be registered for the Championship and hold a valid MSA National B (or higher grade) Race Licence or be a professional driver in possession of a valid Licence (featuring an E.U flag) & medical issued by the ASN of a member country of the European Union (MSA Regulation H26.2.1.)
3. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All drivers must register for **The Safety Devices | GAZ Shocks Compact Cup Championship** by returning the Registration Form to the Coordinator prior to the Final Closing date for the first round being entered.
2. There is a registration fee of £195 for 2014 payable to BMW Racedays.
3. Registrations will be accepted from publication of regulations until the closing date for the last round of the Championship.
4. Registration numbers will be the permanent Competition number for the Championship.
5. If any competitor wishes to change to a different car from the one originally registered for the Championship, they must notify the Co-ordinator.

1.5: CHAMPIONSHIP ROUNDS:

The Safety Devices | GAZ Shocks Compact Cup Championship will be contested over the following rounds:

Date	Circuit	Round/s
30 th March	Donington	2
27 th April	Brands	2
25 th May	Snetterton 300	2
14 th June	Castle Combe	2
6 th July	Rockingham	2
24 th August	Silverstone	2
5 th October	Donington	2

1.6: SCORING:

1. Points will be awarded to Competitors listed in the Final Results as follows: 50; 47; 45; 44; 43; 42; 41; 40; 39; 38; 37; 36 35; 34; 33 thus decreasing by 1 points down through the results to the final position. All starters who fail to finish 1 point. Fastest lap 1 point
2. The totals from all qualifying rounds run (excluding any races which are abandoned and which are not replaced) less 2 lowest scores will determine the final championship points positions.
3. Ties for end-of-season award winning places shall be resolved, when more than one competitor have equal totals, by taking into account the highest number of 1st places, 2nd places etc from the races

they are counting as their best total (i.e. their finishing position in dropped rounds do not get taken into account). If that fails to find a winner their highest or subsequent highest dropped scores will be added to their existing total score until a conclusive result is found.

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: Trophies to 1st, 2nd and 3rd.
3. Presentations: Garlands and Trophies are to be provided for presentation at the end of each race. Prize money and Bonuses shall be posted to the Entrants within one month of the results being declared final after each season.
4. Entertainment Tax Liability. Not applicable.
5. Title to all Trophies: In the event of any Provisional Results being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitors concerned must return such awards to the 750 Motor Club Competitions Secretary in good condition within 7 days.

2: SPORTING REGULATIONS - JUDICIAL PROCEDURES

Rounds & Championship: In accordance with Section C of the current year's MSA Yearbook and 4.2.2. of these regulations.

3: SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1: ENTRIES:

1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the close of entry dates as per the entry forms.
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 Secretary of the Meeting receives the missing or corrected information or fee.
3. Any withdrawal of entry or driver/car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If driver/vehicle changes are made after the publication of Entry Lists with Final Instructions, the Competitor concerned will be accepted in accordance with MSA Regulation D25.1.12.
4. The entry fee for each round shall be as per the Supplementary Regulations.
5. In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races. For Qualification Race procedures see 3.13 of these regulations. Alternatively at double header race meetings, should there be sufficient space within the timetable, the Organising Club may divide the grid after qualifying into 3 separate Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full championship points.
6. Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in Reserve Number order. If reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" they will be placed at the rear of the grid and be started without any time delay. Otherwise they will be held in the Pitlane 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 startline or pitlane exit whichever is the later. Such approval to start MUST be obtained from the Clerk of Course.
7. Acceptance of Entries: Up to Closing Day, Race meeting organisers may accept up to the maximum number of starters permitted on the Track Licence for the circuit ("the maximum"). If entries received by closing day exceed the maximum, selection will be made in order of receipt. Those in excess of the maximum and up to 20% more will be treated as 'reserves'. If the maximum has



not been reached by closing day, entries received after that date will be accepted strictly in order of receipt until the maximum is reached.

3.2: BRIEFINGS:

Organisers must notify competitors of the times and locations for all briefings in the Final Instructions or Official Race Day Bulletins for the meetings. Competitors must attend all briefings.

3.3: PRACTICE:

Practice sessions will be as per MSA Regulation Q4.5. Should any practice session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship criteria and the decision of the Clerk of the Course shall be final.

3.4: QUALIFICATION:

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in MSA regulation Q4.5. Drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months will be placed at the back of the grid. The Clerk of the Course and/or Stewards of the Meeting have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.

3.5: RACES:

The standard minimum scheduled race distance shall be 13 minutes plus 1 lap.

3.6: STARTS:

Unless modified by the Organising Club's Standing Regulations, the following regulations shall apply:-

1. There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race or, if applicable, the green flag lap.
2. Start Procedure: A 'two minute' board will be shown on the startline; engines should be started at this stage and the grid cleared of any pit crew. A 'one minute' board will be shown, followed by a '30 second' board; a green flag will be waved from the start to commence the green flag lap. The pole position driver should set a reasonable pace during this lap and slow down on approaching the startline to allow the grid to close up. Drivers must resume their correct grid positions with the minimum of delay. Any drivers unable to start the green flag lap or start the race are required to indicate their situation as per MSA regulation Q12.13.2. Drivers may make up any lost grid position during this green flag lap, BUT any drivers unable to maintain grid position to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
3. A '5 second' board will be displayed when the grid is stationary. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race.
4. Any car removed from the grid or driven into the pits after leaving the Assembly Area shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pit exit lane whichever is the later.
5. Excessive weaving to warm-up tyres - using more than 50% of the track width - and falling back in order to accelerate and practice starts, is prohibited.

3.7: RACE STOPS:

As per MSA Regulation Q5.4 to 5.4.3 of the current MSA Yearbook.

3.8: RE-SCRUTINY:

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9: PITS AND PITLANE SAFETY:

1. Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
2. Pitlane: The outer lane or lanes are to be kept unobstructed to

allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit lanes.

3. Refuelling may only be carried out in accordance with the MSA Regulation Q13, Circuit Management regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

3.10: RACE FINISHES:

After taking the chequered flag drivers are required to: - Progressively and safely slow down, remain behind any competitors ahead of them, return to the pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the circuit or in the pitlane.

3.11: RESULTS:

All Practice timesheets, grid sheets and Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after post-practice/race scrutineering and/or after completion of any judicial or technical procedures.

3.12: TIMING MODULES:

The 750 Motor Club utilises AMB transponder-based timing and competitors **must** have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. The transponder is a TRANX 260 Direct Powered and is available from HS Sports Ltd – 01260 275708.

3.13: QUALIFICATION RACES:

If on closing date the number of entries received is appreciably more than the maximum number of starters permitted, the race meeting organisers will endeavour if feasible within the timetable, to run practice sessions and races to accommodate all entries, but are not obliged to do so. The grid for the heat will be filled by the slowest drivers from practice/s, the remainder forming the front part of the grid for the final. Spaces on the back of the grid for the final will be filled by the top classified finishers in the Heat. If the conditions for the practice sessions are significantly different, the grid for the heat will be filled by taking alternately from each session the slowest drivers until the grid is full; the remaining drivers will form the front portion of the grid for the final and spaces will be filled by taking the top finishers in the Heat.

3.14: CANCELLED/ABANDONED RACES:

There may be occasions when, due to circumstances on the day, a scheduled race is not run, a race meeting is abandoned or the circuit curfew is reached. The 750 Motor Club has the right to replace those races at another race meeting in the same season; preference will be given to a race meeting where the affected formula is already scheduled to race. This will be done via issue of a Championship Bulletin. No change of vehicle will be permitted without the permission of the Championship Stewards and then only in exceptional circumstances.

A: The qualifying session for a race/s does not take place.

Entry for the replacement race will be restricted to those who were 'signed on' for the race which is being replaced. A separate qualifying session will normally be held. If no space can be found for a replacement race, the number of Championship scoring rounds will be adjusted accordingly.

B: The qualifying session for a race/s has taken place, but the race did not come under starters orders.

Entry for the replacement race will be restricted to those who were qualified for the race which is being replaced; the grid for the cancelled race will be used for the replacement race. If no space can be found for a replacement race, the number of Championship scoring rounds will be adjusted accordingly.

C & D below apply if a race is 'red flagged' once.

C: A race is 'red flagged' before the leader has completed two laps, but there is no time available to restart the race.

Entry for the replacement race will be restricted to those who would have been able to restart the race which is being replaced; the grid for the cancelled race will be used for the replacement race. If no space can be found for a replacement race, the number of Championship scoring rounds will be adjusted accordingly.



D: A race is 'red flagged' after the leader has completed two laps but less than 75% of its duration, but there is no time available to implement MSA regulation Q5.4.2.

If the Clerk of Course decides that a replacement race should be run it will be in accordance with MSA regulation Q5.4.2. If no space can be found for a replacement race, a result will be declared retrospectively based on the order of crossing the finish line at one lap less than at the first time of the showing of the red flag and only cars which were under their own power at the showing of the red flag will be classified.

If a race is 'red flagged' twice and the second red flag is before the leader has completed two laps, the Clerk of Course may decide to rerun the race on the same day subject to circuit curfew but is not obliged to do so. If the decision is taken that it should not be rerun on the day or it cannot because of circuit curfew, it will be considered an abandoned race and the number of Championship scoring rounds will be adjusted accordingly.

3.15: Additional Sporting Regulations issued for the Championship.

1. Any driver competing in the Championship may be called before a meeting of the Championship Stewards who, at their discretion, may take further action that could include exclusion from part or all of the Championship.

2. All competitors are required to carry an on board in car camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting, the Championship Stewards or the Championship organisers.

(i) It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with MSA Regulations and be approved by the Chief Scrutineer in accordance with J.5.20.5

(ii) Cameras must be mounted in a central to left position with the steering wheel and front windscreen in clear view

(iii) In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied which can include but are not limited to exclusion from the Championship or a fine of up to £500. The burden of proof to establish the cause of such failure will lie with the competitor.

3. The Organisers will use any evidence available to them to request that the Championship Stewards investigate any drivers who are deemed to show poor driving standards or bring the Championship into disrepute in any such manner through on and / or off track incidents. This will include any complaints made officially by registered competitors.

4: CHAMPIONSHIP RACE PENALTIES:

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post-practice scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course will impose the penalty set out in MSA Regulation C3.3.

2. Arising from post-race scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course will impose the penalties set out in MSA Regulation C3.5.1 a & b and may impose the penalty set out in MSA Regulation C3.5.1 c.

3. Additional specific Championship penalties: See 4.2.2.

4.2: INFRINGEMENT OF NON-TECHNICAL MSA REGULATIONS and the Sporting Regulations issued for the Championship:

1. In the case of a driver being excluded from a race, the Clerk of Course will impose the penalties set out in MSA Regulation C3.5.1 a & b and may impose the penalty set out in MSA Regulation C3.5.1 c.

2. In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.

3. The Clerk of Course may impose a 'Stop-Go' or 'Drive through' penalty during a race, in accordance with MSA Regulation Q12.6.

4. Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence in

accordance with MSA regulations, will receive a grid slot penalty at the next round in which they compete following the allocation of penalty points, equal to the number of penalty points which were allocated. Double headers will be considered as two separate rounds; however if the decision to allocate penalty points is delayed such that further round/s of the Championship have taken place since the offence, the grid slot penalty will be implemented at the next round in which they compete after the allocation of the penalty points.

The penalty will mean that a Competitor will be moved back grid slot places from their grid position (e.g. if a Competitor with a three grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fourth on the grid). If for any reason the imposition of this grid penalty is impractical (such as the competitor's qualifying time, starting from the pitlane etc) or the offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the elapsed race time of the competitor.

5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with MSA Regulation C.2.1.1 (subject to the rights of appeal provided for in Section C).

6. One or more of the following may be imposed by the Championship Stewards as appropriate:

- Reprimand.
- Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
- Time or Grid Penalties.
- Suspension from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from the Championship Stewards in one season.
- Disqualification.

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

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

b) **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

c) **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

5.2: GENERAL DESCRIPTION:

The Safety Devices | GAZ Shocks Compact Cup Championship is for competitors participating in the BMW E36 Compact 318 Ti M44 UK & European domestic market cars in either left or right hand drive versions. There are no restrictions on the transport of cars to and from the circuit.

Cars will run in one class.

The Safety Devices | GAZ Shocks Compact Cup Championship technical regulations are intended to allow competitors to produce race cars that are safe, affordable and of a near identical level of performance, with the emphasis placed firmly on driver ability. Competitors are therefore asked to keep this in mind when building or modifying race cars and are encouraged to seek guidance from the



Cup Co-ordinator where appropriate. A modification that gives a performance advantage at a high financial cost will almost certainly be illegal, or possibly outlawed in future regulations. As described above, the ethos of the championship does not extend to the building of race engines to the limit of the permitted modifications. Those "permitted modifications", are "permitted", in order to prolong the longevity of the M44 engine, head skimming is allowed in order to make a "warped head", re-usable, "boring the cylinders", is permitted in order to allow an engine with a worn or scored bore to be re-used, thus keeping costs low and the Championship's hunger for spare engines to a minimum. Competitors seeking to use a combination of these "permitted modifications", solely to gain a power advantage can expect to exceed the maximum power allowed for the Compact Cup. Please note that the maximum power figures (as tested on a MAHA Dyno), are subject to review and may be changed in the light of further investigation. Also noteworthy is the fact that the Championship ECU was developed with an "average", engine, and though a sensible margin for ignition timing and fuelling was factored in, it does not allow for "optimised engines", and no further "modifications", to the Championship ECU are allowed.

The Safety Devices | GAZ Shocks Compact Cup Championship is not a development formula.

Examination of vehicles. The organisers (in addition to any other powers they may have under these regulations) reserve the right before or after any race in the championship to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units sealed at the circuit for later inspection by an Eligibility Scrutineer at the Competitor's expense.

Upon such selection being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may reasonably require. The organisers have the right to:

- a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples.
- b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the car is found to be in breach of these regulations.
- c) Seal the car and **any** of its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and / or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination. The overseen stripping of the engine or any required component will be undertaken by the competitor and / or mechanic / technician nominated by the competitor.
- d) The scrutineer can at their discretion request the removal of any part for their further inspection and testing. If the scrutineer decides to retain any part for further inspection over a race weekend, a fully eligible replacement part will be provided by the scrutineer at the time of removal, allowing the competitor to continue racing.

5.3: SAFETY REQUIREMENTS:

The following Articles of MSA Section K Safety Criteria Regulations will apply:- K drawings 1 – 6 with compulsory 'side-entry' bar on both the driver and passenger side of the car; K5, K6, K8 – K11, K13 – K14. Extinguishers must be plumbed-in and comply with MSA regulation K 3.1.2 a). Seat belts must be FIA homologated and as per K2.1.2, K2.1.3 or K2.1.4

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. All vehicles must comply with MOT requirements (with the exception of emissions), be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. The organisers reserve the right to refuse entry from any car of which the preparation is of a poor standard (including the external

appearance) and which is likely to bring the Championship into disrepute.

5.5: CHASSIS:

No chassis stiffening is permitted except that derived from the fitting of the roll cage; the cage must be a **bolt in** multi-point **Safety Devices B027 or B034**. Cars fitted with alternative cages must have been registered for and raced in the Compact Cup Series previously. Extensions into the engine bay are prohibited. Seam-welding of the shell is prohibited. Bolt-on aftermarket front & rear strut braces are permitted. Towing eyes must be fitted front & rear and must have a minimum internal diameter of 60mm; (note the tow eye may be of either a suitable rigid or flexible material bolted to the chassis).

5.6: BODYWORK:

1. Modifications Permitted:

- 1. General:** Mandatory fitment of laminated windscreen. All other windows (not sunroof) to remain standard material. The addition of colourless safety film to the glass is permitted.
- 2. Interior:** Driver's seat must be replaced with a competition seat fitted in accordance with K2.2. Passenger seat, floor coverings, roof lining, radio/stereo units speakers and associated wiring may be removed. Spare wheel & associated parts, and all tools **must** be removed. **Additional instruments are permitted but not as a replacement for the original dash binnacle and instrument cluster, which must be retained in their original position.** Steering wheel may be changed (compulsory if an air bag is fitted as original equipment). Glass sunroofs must be removed or replaced as per MSA regulation Q19.14.6. Electric window winding mechanisms must be retained, **and the driver's window must be fully operational. It is permitted to remove air-conditioning if fitted, but the original heater matrix, mechanism and blower must be fitted and operational. The heating system must be able to demonstrate the ability to blow hot air onto the front windscreen to aid demisting.** An interior rear view mirror must be fitted to the left of the driver (or right if the car is left hand drive). If original interior door panels are removed they must be replaced with strong sheeting - this must be executed to a high standard with no sharp edges and with smooth surface.
- 3. Exterior:** A door mirror must be fitted on both sides of the vehicle and may be any **production or pattern BMW part**; the choice of mirror within them is free. The original number of windscreen wiper arms/blades must remain and be fully functioning; rear motor and all wiring can be removed from tailgate. Washer systems must work, with the exception of the tailgate. All weather strips/channels must be retained. The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position. **Door bars may be removed and some localized trimming of the inner door skins, tailgate and bonnet for lightening purposes is permitted. Competitors should bear in mind that if the removal of any material results in weakening the structural integrity of any panel, then the scrutineer or CoC (at their own discretion) will be fully authorised to exclude the vehicle from competing.**
- 4. Silhouette:** All cars have to retain the original E36 BMW Compact profile. The only permitted front bumper is the E36 M-Sport or M3 version, of either standard BMW part or pattern part. It is permitted to fit the BMW E36 EVO front lip of either standard BMW part or pattern part (see diagram 1). It is permitted to enlarge the original nearside front fog lamp hole to accommodate an air intake feed pipe of a maximum diameter of 105mm. The only permitted rear boot spoiler is the M-Tec (P/n 51712490022 or P/n 51712490023) spoiler or pattern part (see diagram 2). The front and rear bumpers can not be modified in any other way, and must appear as standard (other than for localised trimming to allow fitment of towing straps) **Any standard BMW E36 rear bumper is permitted, if the BMW E36 M-Sport rear bumper is used it must be fitted with the diffuser insert (see diagram 3)**
- 5. Ground Clearance:** It is permitted to alter the ride height. Under no circumstances can any part of the bodywork, or suspended part of the car excluding the exhaust system, be below a horizontal plane passing 50mm above the ground. **The car should be in normal racing trim with the driver aboard and steering in straight ahead position.** A gauge of 50mm may be used by Scrutineers before or after races or



practice to check the ground clearance; the vehicle may be stationary or moving during any testing. There is no minus tolerance to this measurement.

2. Modifications Prohibited:

- General:** The exterior of the car must be standard for the model being raced. All of the bodysell and any replacement body panels must be of original shape, material and thickness. The reduction in thickness of any part of the car by acid-dipping, blasting or by any other means is prohibited. Exterior trim must be generally standard.
- Interior:** Door trims and panels may not be removed unless they are replaced by appropriate material as detailed in 5.6.1.2 above. Any other modification in contravention of 5.6.1.2 is also prohibited. Dash fascia and instrument cluster must remain as originally fitted with the exception of **localized trimming to allow fitment of the roll cage**. **Dash air vents can be removed and replaced with any suitable material, but the flow of hot air to the windscreen should not be impeded.**
- Exterior:** It is not permitted to increase the width of the wheel arch by the addition of material. It is permitted to roll the inside of the wheel arch. **Holes for brake ducting may not be made in the bodywork.**
- Silhouette:** Any in contravention of 5.6.1.4.
- Ground Clearance:** Any in contravention of 5.6.1.5.

5.7: ENGINE:

The only permitted engine is the BMW M44 1.9 16v. All internal engine parts must be original or OEM unmodified pattern parts from the M44.

It is the competitor's responsibility to ensure that no prohibited modifications have been carried out if they are using an engine not assembled by them.

Cars may be required at any point during the season to have their engine and ECU sealed and attend a rolling road test prior to their next race. Cars will be required (at the driver's expense) to attend one of the championship designated rolling roads where the car will be power tested. The maximum permitted power is 155bhp measured at the flywheel. Vehicles exceeding this figure by more than 1% may be subject to disqualification or further technical checks. The designated rolling road centres for the championship will all use the MAHA LPS Championship Dyno

A list of approved locations can be found in Appendix 1 to these regulations.

1. Modifications Permitted:

Engines may be bored to accept 0.5 mm oversize standard pattern pistons. The replacement of valves, valve guides and valve seats with parts of standard pattern and material is permitted. **It is permitted to reclaim the cylinder head and cylinder block by skimming provided the maximum permitted compression ratio of 11.0:1 is not exceeded.** No other modifications are permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual. Spot tests will be carried out at events.

2. Modifications Prohibited:

Any other than those permitted in 5.7.1. It is specifically prohibited to modify inlet ports, exhaust ports and combustion chambers **in any way, and all must remain as cast.** **Camshaft profiles and cam timing must remain as standard BMW E36 318ti Compact M44 factory settings.**

3. Location:

Position and mounting method must be standard for the model. Original engine mounts may be replaced by the Vibratechnics mount with the part number BMW362MX. No other aftermarket engine mounts are permitted.

4. Oil/Water cooling:

Water radiators must be **BMW OE or pattern parts. OE or aftermarket electric fans are permitted.**

5. Induction Systems:

The complete induction system must remain standard including the throttle body and mass air flow sensor. **No other modifications are**

permitted with the exception of the air filter / air filter box which are free. The crankcase breather may vent directly to a catch tank and any holes in the air filter housing associated with the breather system may be blanked off.

6. Exhaust systems:

Exhaust systems must exit at the rear of the vehicle. The standard **E36 318ti M44 engine** exhaust manifold must be retained and may not be modified by the removal of material. The remainder of the exhaust system including silencer is free. **All cars must run with a fully operational catalytic converter fitted in the exhaust system; this may be the standard BMW part or any aftermarket version. Aftermarket catalysts must have a minimum substrate density of 100cps and a minimum substrate diameter & length of 100mm. Emissions testing may be carried out to ensure compliance.**

7. Ignition systems:

The only ECU permitted is the Compact Cup item which is only available from BMW RACE DAYS. No alternative or additional ECU is permitted; **the standard E36 318ti Compact EWS must be retained and operational.** Plug leads and spark plugs are free.

8. Fuel delivery systems:

It is permitted to replace the fuel lines and filter. Dual fuel pumps may be fitted but must be original BMW standard pattern items only. **The pressure regulator must be standard and unmodified. Fuel Pressure testing may be carried out at any time to ensure that the fuel rail pressure does not exceed 4 bar.**

5.8: SUSPENSIONS:

1. Modifications Permitted:

It is a mandatory requirement for all cars to run with the GAZ Gold Compact Cup specification **coilover and spring kit. For 2014 there is a mandatory championship spring kit, these springs can only be purchased directly from GAZ.** Bump stops supplied with the GAZ Gold Compact Cup specification coilover kit must be utilised. **Anti roll bars must be production BMW E36 items of the following diameter:**

Specification	Front Diameter	Rear Diameter
Standard	25mm	14mm
Sport	26mm	16mm

GAZ adjustable front top mounts are permitted. Suspension bushes are free but should be of a rubber or "Polybush" construction, no rose joints are allowable other than on top mounts offered as an option by Gaz Shocks with the suspension kit. Eccentric bushes are permitted on front suspension. **It is prohibited to alter the front camber by the modification or machining of any part. No adjustment, alteration or machining of parts, or the use of eccentric bushes are permitted on the rear suspension, other than adjustment afforded by the mandatory Gaz Shocks Suspension.**

2. Modifications Prohibited:

Modifications to the suspension pick-up points are prohibited; this includes the 'slotting' of suspension strut mounting points. **BMW E36 M3 & M3 EVO wishbones and hub knuckle bearings are not permitted.**

3. Wheelbase/track:

The wheelbase must remain standard. The track can be changed but wheels and tyres must not extend past the wheel arch.

5.9: TRANSMISSIONS:

1. Permitted modifications:

Standard gearbox and flywheel must be retained. **The only permitted gear ratios are as follows: 1st: 4.23, 2nd: 2.52, 3rd: 1.66, 4th: 1.22, 5th: 1.00.** Dual Mass flywheels may only be replaced with the BMW M40 single mass unit Part No' 11 22 1739 315, **or with the flywheel as supplied by Valeo in their "solid flywheel conversion kit" (part number 835017).** Where a single mass flywheel is used, it must be unmodified and must not weigh less than 9.2 kg with a tolerance of +/- 1%.



Clutches must remain standard road parts and no competition items are permitted. An OEM or aftermarket "quick shift" manual gear change mechanism is permitted.

2. Prohibited modifications:

Gearbox must be standard for the model being raced. Limited slip, locked, locking, torque biasing or spring preloaded differentials or similar are prohibited.

3. Transmissions & Drive ratios:

The use of any electronic traction control device is prohibited. Standard gearbox ratios must be retained. Final drive ratio must be 3.38:1.

5.10: ELECTRICS

Exterior Lighting: Must be as per standard fitment and to EC requirements and be fully operational. **Front lights/lamps must be taped to MSA regulations or covered with a transparent protective plastic / vinyl film.**

2. Rear Warning Light: Cars must be fitted with a manually switchable rearward facing red warning light which must be fully compliant with the MSA Year Book ruling : Section K 5.1A.

3. Batteries: No restrictions on type or location subject to MSA regulations. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used.

4. Generators: A fully working standard alternator and standard pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

5.11: BRAKES

1. Brake pads are free. Deformation or removal of back plates is permitted. Fitting of alternative brake piping/hosing. Anti-lock braking system must be disabled and removed. Discs may be standard or standard pattern, and **must be of a maximum diameter of 286mm. Discs may be cross-drilled and/or grooved. Standard E36 318 Ti M44 Compact brake callipers must be used.** The braking system must remain fully operational in all aspects at all times, including the handbrake. Brake biasing valve/system may be replaced with a proprietary pressure-limiting valve, which may be adjustable by the driver but must provide a minimum of 25% of braking effort to either axle as per MSA Regulation Q19.5.

2. Prohibited Modifications: A hydraulically-operated handbrake is not permitted in that it does not comply with MOT requirements. BMW E36 M3 disks and callipers are specifically prohibited. **Rear brake hydraulic line lock is not permitted.**

5.12: WHEELS / STEERING

1. Permitted Options: It is permitted to use any BMW E36, E46 or Z3 steering rack which is a direct replacement, modification of the replacement rack is prohibited. Power assistance may be disabled.

STEERING LOCK: If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. MSA regulation Q19.6.

2. Prohibited Options: No machining or other modification of the road wheels are permitted.

3. Construction & Materials: Steel or alloy only. Magnesium wheels are prohibited.

4. Dimensions: 15" x 7"J

5. Wheel Spacers: Wheel spacers are permitted provided that the vehicle track remains within the limits permitted in rule 5.8.3 and they are of the 'hub-centric' type and of the correct p.c.d. **Where spacers are used, they must be fitted in equal pairs across the axle.** Universal wheel spacers are not permitted and competitors should ensure that wheel bolts are of sufficient length to adequately secure each wheel. Wheel hubs may be fitted with studs to accept wheel nuts.

5.13: TYRES

1. From the tyres listed in the MSA Year Book, Section L, The control tyres for the championship are list 1B Marangoni Zeta Linea Sport & list 1A Marangoni Zeta Linea in 195/50/15 size. At all times cars must run either the Zeta Linea (1A) tyre or the Zeta Linea Sport (1B) tyre, the mixing of tyres is not permitted. It is prohibited to buff, cut or mechanically interfere with the tyres in any manner. The original tread pattern must remain visible at all times, and with a minimum tread depth of 1.6mm. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

2. Nominated supplier: Mr Tyre Motorsport, Tel 0121 559 8001

5.14: VEHICLE WEIGHT:

1. Minimum 1150 kgs including driver post practice or race. Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet etc.

5.15: FUEL TANK / FUEL

1. Types: Standard unmodified fuel tank must be fitted.

2. Locations: Tank must remain in standard location.

3. Fuel: Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MSA Yearbook for the current year and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of Section B Nomenclature & Definitions is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in MSA Blue Book regulation J. Chart 5.18.

5.17: NUMBERS & CHAMPIONSHIP DECALS

1. Positions: The race numbers for each rear side window shall be;
(i) A minimum of 200mm high
(ii) With a stroke width of at least 20mm
(iii) Coloured **Day-Glo** yellow.

In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows;

(i) The numerals must be at least 150mm high
(ii) Be in the same colour and font as those displayed on the rear side windows
(iii) Be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

750 Motor Club decals must be affixed prominently. Championship Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram supplied with those decals. 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. **Drivers may be requested to remove decals that are viewed as conflicting with official Championship Sponsors. Failure to comply will render the vehicle and driver ineligible to race.**

2. Suppliers: Sponsors and Club decals will be available before the first Championship race in which the vehicle is entered. Competition numbers will be obtained at the competitor's expense.



6. APPENDICES:

1. Nominated MAHA Rolling Roads:

Aldon Automotive

(Brierley Hill)

Breener Ind Est
Station Drive
Brierley Hill
DY5 3JZ
Tel 01384 572553

QST

(Heywards Heath)

4 Bridge Road
Haywards Heath
RH16 1UA
Tel 01444 451 542

Pendle Performance

(Barnoldswick)

Calf Hall Mill, Mill Street
Barnoldswick
Lancashire
United Kingdom
BB185PX
Tel 01282 851025

Falkland Performance

(Glenrothes)

Unit 5 Woodgate Way South,
Eastfield Industrial Estate,
Glenrothes,
Fife,
KY7 4PF
Tel 01592 773677

Star Performance

(Kirkcaldy)

Wemyss Rd,
Dysart
Kirkcaldy
Fife
KY1 2XZ

Marlin Motor Engineers

(Milton Keynes)

Unit 4-5 Wellington Place
Bletchley
Milton Keynes
MK3 5NA
Phone: 01908 366 256

FR-R Tuning

(Bradford)

383 Leeds Road
Bradford
BD3 9LY

Revivals

(Duxford)

Revivals Garage
Lodge Road
Thriplow, Royston
Herts
SG8 7RN
Telephone: 01763 208043

C C Motors

(Sheffield)

Unit 4, Parklands Court
Dannemora Drive
Sheffield
South Yorkshire
S9 5DF
Tel 0114 243 3970

Hi-Tech Motorsport

Unit 14 Lodge Forge Trading

Estate

Cradley Road

Cradley Heath

West Mislands

B64 7RW

Tel 01384 561777

Car-Trac Dyno Tuning

(Shropshire)

Main Road
Pontesbury
Shrewsbury
Shropshire
SY5 0UB
Tel 01743 790554

Superchips

(Buckingham)

2-18 Homestall
Buckingham
MK18 1XJ
Tel 01280 816 781

EDM

(Bicester)

E.D.Motorsport,
Unit 7 Field Farm Business
Centre,
Nr Launton,
Bicester,
Oxfordshire,
OX26 5EL
Tel 01869 278 942

J Nutt Engineering

Park Farm

Penperlleni

Goytre

Gwent

NP4 0AL

07890 265467

The Tipton Garage

(Sidmouth)

Tipton St John
Near Sidmouth
Devon
EX10 0AF
Tel 01404 814597

Silena Automotive

(Kings Lynn)

Unit 1, Garage Lane
Setchey
Kings Lynn
Norfolk, PE33 OBE
Tel 01553 811200

Dave Baskerville

(Devon)

Dave Baskerville Services Ltd
3 Sanders Yard, Brynsworthy
Environmental Centre
Barnstaple, Devon
EX31 3NP
Tel 01271 342 019

BMW Racedays contact:

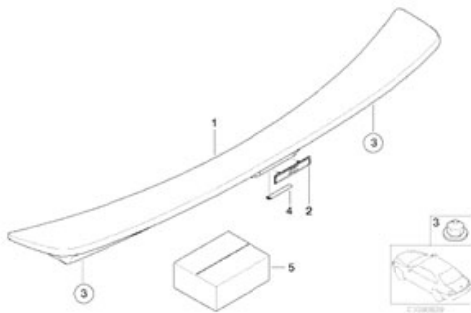
Paul McErlean - Tel: 07540 487 005. Email: info@bmwracedays.co.uk.

Diagram 1



Images illustrate a BMW E36 sport style pattern front bumper, also shown is the detachable/attachable 'EVO front lip'

Diagram 2



Images illustrate a BMW E36 M-TEC boot spoiler / pattern part

Diagram 3



Images illustrate a BMW E36 M Sport rear bumper & diffuser