



1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **TEGIWA M3 CUP** 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:** CH2018/R125
2. **MSA Championship Grade:** C
3. **Race Status:** Clubmans / National B.

1.2: OFFICIALS:

1. **Championship Co-Ordinator:** Giles Groombridge, The 750 Motor Club, Donington Park, Castle Donington, Derbyshire. DE74 2RP.

2. **Eligibility Scrutineer:** B. Blackmore

3. **Championship Stewards:**

R.Knight C. Emmerson I.Sowman

1.3: COMPETITOR ELIGIBILITY:

1. Entrants must:
 - (a) be fully paid up valid membership card holding members of the 750 Motor Club and
 - (b) be Registered for the Championship and
 - (c) be in possession of a valid MSA Entrants Licences.
2. Drivers and Entrant/Drivers must:
 - (a) Be current Members of the 750 Motor Club and
 - (b) be Registered for the Championship and
 - (c) be in possession of valid Competition (Racing) National B Licence, as a minimum
 - (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
 - (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
3. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the Championship Co-ordinator prior to the Final Closing date for the first round being entered.
2. There is a registration fee of £195 for 2018 payable to the Championship co-ordinator.
3. Registration numbers will be the permanent Competition number for the Championship

1.5: CHAMPIONSHIP ROUNDS:

The **TEGIWA M3 CUP** will be contested over the following rounds:

Date	Circuit	Round/s
14 Apr	Oulton Park	2
5 May	Silverstone Nat	2
26 May	Croft	2
17 Jun	Brands Hatch	2
12 Aug	Silverstone Int	2
01 Sep	Donington Nat	2
6 Oct	Snetterton 300	2

1.6: SCORING:

1. Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:- 25; 22; 20; 18; 16; 14; 12; 11; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers 2. All starters who fail to finish

1. 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 will determine the final championship points positions.
3. Ties shall be resolved using the formula in (W)1.3.4. in the current MSA Yearbook.
4. Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
5. Competitors not registered for the Championship may be permitted on an individual round basis and will:
 - (a) be deemed "Guest Competitors"
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) qualify for Event awards
 - (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate

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. Championship: Trophies, subject to a minimum of 5 race starts, to:-
1st, 2nd, 3rd, 4th, 5th & 6th overall.
Best Prepared car.
4. Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.
5. Entertainment Tax Liability: {deleted}
6. If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2: CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

1. ENTRIES:

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. 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.
3. Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.
4. The Entry Fee for each event shall be specified in the SRs and on the entry form.
5. Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2. **BRIEFINGS:** Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3. QUALIFICATION PRACTICE:

1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).
3. At Double Header Meetings the Grid for Race 2 will be set by second fastest practice times.

4. **RACES:** Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies)

5. STARTS:

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. The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:-
 - I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
3. Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

6. SESSION RED FLAG: Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

7. PITS, PADDOCK & PITLANE SAFETY:

1. Pits & Paddock: Competitors 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 respect the pit lane speed limits.
3. Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
4. Speed Limit: Pit Lane Speed Limit will be 60 km/h.

8. 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 Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

9. RESULTS: All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3.)

10. TIMING MODULES: The 750 Motor Club utilises 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. Compatible transponders include the AMB TRANX 260

and MyLaps X2.

11. QUALIFICATION RACES: If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

13. ONBOARD CAMERAS:- All competitors are required to carry an on board in car camera with a wide angle lens that records to an SD (or micro-SD) card in a minimum resolution of 960 x 720 pixels. Recordings 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 recording is at the discretion of the Clerk of the Course, the Stewards of the Meeting, the Championship Stewards or the Championship organisers.

- 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.
- Cameras must be mounted in a central to left position with the steering wheel in clear view.
- In the event that no recording is available on request (other than due to a proven defect with the equipment) sanctions may be applied which can include a 5-place grid penalty if a recording is not available after practice. In the event of recordings not being available after a race sanctions can include time penalties, disqualification from the results and disqualification from the meeting. The burden of proof to establish the cause of any failure will lie with the competitor.

3: SPECIFIC CHAMPIONSHIP REGULATIONS

1. In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races as per 2.11 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.

At each Round of the championship Race 1 grid positions will be determined by each competitors fastest lap time in Qualifying. At double header meetings, the grid positions for Race 2 will be determined by the competitors second fastest lap time in Qualifying.

2. The Championship co-ordinator reserves the right to request the fitting of a 750MC owned data logging system to any car prior to competition. Failure to comply will result in disqualification.

4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current MSA Yearbook

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.3.
2. Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

1. In the case of a driver being disqualified 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 Q.12.6.

4. Any Competitor who is penalized under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license 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 competitors qualifying time, starting from the pit lane etc.) or the offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the elapsed time of the Competitor.

5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalize 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;

- a) Reprimand
- b) Fine. The may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
- c) Time or Grid Penalties
- d) 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.

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 Championship Co-ordinator **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 **TEGIWA M3 CUP** is for competitors participating in the BMW E46 M3 coupe (3246cc S54 engine) UK & European (BL91 and BL92) 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 CSL version of the E46 M3 is not permitted. **Non-points scoring "Invitational Cars" may be admitted at the discretion of the championship coordinator, these must be BMW E46 M3's running on MSA List 1A or 1B tyres and must be of similar**

specification to an M3 Cup car, vehicles with aftermarket sequential gearboxes will not be permitted.

The **TEGIWA M3 CUP** 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 Championship 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. Competitors seeking to gain a power advantage can expect to exceed the maximum power allowed for the M3 Cup (as tested on a Championship nominated MAHA Dyno). **The TEGIWA M3 CUP is not a development formula.**

Examination of vehicles. The Championship Eligibility Scrutineer (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 the Eligibility Scrutineer at the Competitor's expense.

Upon such selection being made the competitor shall immediately place the car under the control of the Eligibility Scrutineer and be deemed to have permitted all such scrutineering, examination and testing as the organisers may reasonably require. The Eligibility Scrutineer has 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 scrutineer, if the scrutineers 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.
- e) Request the competitor agrees to place their car on the club's nominated mobile dyno, or seal the car and have the car tested on a Championship nominated MAHA Dyno.

5.3: SAFETY REQUIREMENTS:

Articles of MSA Section K Safety Criteria Regulations will apply, and specifically: Six point roll cage to a minimum of drawing K5 or K6. Optional reinforcing members K12a, K12b, K12c, K12h, K12i are permitted; cages that connect to the front suspension anchorage points as per K11 are optional. K2 and K5 – K14; Seat belts as per K2.1 although 4 point harnesses are not permitted; Extinguishers must be plumbed in and comply with K 3.1.2 a); Towing eyes must comply with Q.19.3.

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 be of sound construction and mechanical condition and be well maintained. Water hoses, oil hoses and their associated clips are free. Fasteners (eg nuts, bolts) are free. Rose Joints of any type are prohibited [except as fitted to mandatory items]. The organisers reserve the right to refuse entry from a 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 which must only have six mounting feet inside the cockpit plus an optional further 2 attached to the front suspension pickup points. **It is also permitted for the rollcage connect to the rear subframe pickup points in a maximum of 4 places.** Roll cages may be bolted or welded to the chassis; Chassis reinforcement plates are allowed; **seam-welding of the shell is prohibited. Reinforcement of the rear subframe mounting points through the use of steel plates is permitted. Rear subframe bushes may be replaced with may be replaced with rubber or polyurethane bushes with a greater shore rating. Solid aluminium bushes are not permitted.**

5.6: BODYWORK:

1. Modifications Permitted:

1. General: Mandatory fitment of laminated windscreen. Door windows and rear windscreen can be changed to polycarbonate SW Motorsport windows (see appendix 1). 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. All passenger seats, floor coverings, roof lining, sound deadening materials, radio/stereo units, speakers and associated wiring may be removed. Redundant interior metal bracketry such as rear seat mountings may be removed, however competitors should bear in mind that if the removal of any material results in weakening the structural integrity of any panel, then the Clerk of the Course (at their own discretion) will be fully authorised to exclude the vehicle from competing.

Spare wheel & associated parts, and all tools must be removed. Additional instruments are permitted, but the original dash binnacle and instrument cluster, must be retained and fitted in their original positions.

The main body of the standard dashboard must be retained and securely fitted in its original position, however localised trimming is permitted to allow roll cage fitment and the addition of aftermarket switchgear or pull cables. The removal of the glovebox, lid and hinges is permitted.

Steering wheel may be changed. Air bags must be disabled if the standard steering wheel is used. Glass sunroofs must be removed or replaced as per MSA regulation Q19.14.6.

Electric window winding mechanisms may be removed. It is permitted to remove air-conditioning if fitted, the original heater matrix, mechanism and blower may be removed along with dashboard air vents and associated pipework, however an effective windscreen demisting solution must be installed which has to be able to demonstrate the ability to blow air onto the front windscreen to aid demisting. An interior (standard or non standard) 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 aluminium or composite sheeting - this must be executed to a high standard with no sharp edges and with smooth surface.

3. Exterior: Bonnet, Front Wings, Front Bumper, Rear Bumper and Tailgates may be replaced with GRP items provided the OEM shape is retained. OEM or CSL style tailgates and bumpers are permitted. 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. 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. Removal of impact absorbing materials from the internals of front and rear bumpers is permitted. Some localised trimming to the chassis around the rear parcel shelf area to enable the fitment of the rollcage is permitted however

competitors should bear in mind that if the removal of any material results in weakening the structural integrity of any panel or the chassis itself, then the Clerk of the Course or Scrutineer (at their own discretion) will be fully authorised to exclude the vehicle from competing. Vents may be fitted in the bonnet.

4. Silhouette: All cars have to retain the original E46 BMW M3 profile. All cars must fit the Tegiwa Front Splitter and Canards (see Appendix 2). It is permitted to remove the front fog lamps to accommodate brake ducting. The only permitted rear boot spoiler is the Tegiwa GT Rear Wing (see Appendix 1) The front and rear bumpers can not be aesthetically modified in any other way, and must appear as standard (other than for localised trimming to allow fitment of towing straps). The rear bumper must retain its diffuser insert which must not be modified in anyway.

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:

1. General: Other than those panels detailed in 5.6.1.3 the exterior of the car must be standard for the model being raced. All of the bodyshell and any replacement body panels must be of original shape, material and thickness. **Carbon Fibre roof panels are not permitted. Cars built prior to 1st January 2016 which have a carbon fibre roof panel fitted are allowed to race subject to a 15kg increase in the minimum weight limit (see 5.14)**

2. 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.

3. 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 may not be made in the bodywork. It is not permitted to add any non-standard material or structure to the underbody or outer floor plan.

4. Silhouette: Any in contravention of 5.6.1.4.

5. Ground Clearance: Any in contravention of 5.6.1.5.

5.7: ENGINE:

The only permitted engine is the BMW S54 3246cc. All internal engine parts must be original or OEM unmodified pattern parts from the S54 (not CSL specification)

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.

Checking of engine parts will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

Drivers may be requested to take their vehicle (at their own expense) to one of the Championship designated rolling roads either prior to participation or after competing (including the 750 Motor Club mobile MAHA dyno) where the car will be power tested in order to assess whether its compliance. Failure to comply will result in disqualification. The designated rolling road centres for the Championship (including the 750 Motor Club mobile MAHA dyno) will all use MAHA LPS 3000 or FPS 2700 equipment.

The maximum permitted power must be within the manufacturers stated peak flywheel horsepower of 338bhp +/- 4%. Drivers are advised to check the power of their cars prior to using one of the designated MAHA rolling road centres listed in Appendix 2.



The 750 Motor Club reserves the right to install a logging device in any M3 Cup car during pre-race scrutineering and to access that device in post-race scrutineering, where such a device is intended to check compliance with these regulations.

1. Modifications Permitted:

The replacement of valves, valve guides and valve seats with parts of standard pattern and material is permitted. The use of aftermarket conrod bolts (such as ARP) is allowed. It is permitted to reclaim the cylinder head and cylinder block by skimming provided BMW factory workshop tolerances are not exceeded. It is permitted to rebore the engine by a maximum of 0.2 mm, only genuine BMW oversize pistons are allowed. 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. Removal of the Secondary O² pump is permitted. **Aftermarket Harmonic Crankshaft Dampers are permitted however the crankshaft pulley must retain the standard diameter.**

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. The removal of material as a means of lightening any internal engine part is prohibited. The removal or addition of materials as a means of balancing any internal engine part is prohibited. Camshaft profiles and cam timing must remain as standard BMW E46 M3 factory settings. BMW E46 CSL camshafts are not permitted. **Underdrive crankshaft pulleys are not permitted.**

3. Location:

Position and mounting method must be standard for the model. Aftermarket engine mounts may be used but must not alter the position or location of the engine.

4. Oil/Water cooling:

Aftermarket radiators and oil coolers are permitted, pipes are free, aftermarket electric fans are permitted. The standard water pump and pulley must be used.

5. Induction Systems:

The complete induction system must remain as standard including the fitment and positioning of the throttle body and mass air flow sensor. No other modifications are permitted with the exception of the fitment of the mandatory Tegiwa carbon fibre cold air feed (see Appendix 1) 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 exhaust manifold must be standard, the remainder of the exhaust system must be standard or pattern with the exception of the rear silencer where the standard item may be replaced with any of the aftermarket items shown in Appendix 3. Catalytic converters may be replaced with aftermarket versions but they must be fully functional and remain in the standard location. All exhaust gasses must pass through the catalytic converters, emissions testing may be carried out to ensure compliance.**

7. Ignition systems:

The only ECU permitted is the standard BMW ECU. No alternative or additional ECU is permitted; spark plugs are free. All original engine sensors must be fitted and operational. The OBD port must remain accessible and fully functional in order to allow diagnostic testing and ECU interrogation.

8. Fuel delivery systems:

It is permitted to replace the fuel lines and filter. An aftermarket swirl pot may be fitted. The charcoal canister may be removed. Fuel pumps are free but 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 production limits.

5.8: SUSPENSIONS:

1. Modifications Permitted:

It is a mandatory requirement for all cars to run with the Yellow Speed M3 Cup specification coilover shock absorber and top mount kit **which must remain unmodified.** Anti-roll bars must be production BMW E46 M3 items of the following diameter or the optional Tegiwa anti roll bars (see Appendix 1):

Specification	Front Diameter	Rear Diameter
Standard	26mm	21.5mm
Tegiwa	30mm	n/a

Suspension bushes may be replaced with rubber or polyurethane bushes with a greater shore rating; rose joints are not allowable other than on top mounts supplied with the suspension kit. The standard rear camber arms may be replaced with the Yellow Speed adjustable camber arms (see Appendix 1.) **Aftermarket front and rear strut braces may be fitted.**

2. Modifications Prohibited:

Modifications to the suspension pick-up points are prohibited; this includes altering the suspension strut mounting points on the chassis and where the suspension attaches to the front and rear sub frames. The addition of spacers between the front suspension arms and hubs in order to alter the roll centre of the vehicle is prohibited.

3. Wheelbase/track:

The wheelbase must remain standard (2731mm). The track can be changed using wheels spacers but wheels and tyres must not extend past the wheel arch and the car must be able to pass through a gap of 1820mm.

5.9: TRANSMISSIONS:

1. Permitted modifications:

The only permitted gearbox options are the standard Getrag Type D six-speed manual or SMG gearbox with the following ratios: 4.23 (1), 2.53 (2), 1.67 (3), 1.23 (4), 1.00 (5), 0.83 (6) or the ZF 5 speed manual with the following ratios: 4.21 (1), 2.49 (2), 1.66 (3), 1.24 (4), 1.00 (5) as fitted to the BMW E36 M3 and E46 330. **If using the ZF 5 speed gearbox option the standard propshaft may be lengthened accordingly.** Dual Mass flywheels may only be replaced with original or pattern items or converted to one of the single mass flywheel options as shown in Appendix 1. Clutches may be replaced with aftermarket options but must be single plate only. The original manual gear change mechanism may be replaced with a Tegiwa "Quickshift" (see Appendix 1.) The BMW Motorsport 3.9:1 and 3.85:1 final drive ratio may be used. **The original BMW E46 M3 Limited Slip Differential unit must be used and remain unmodified.**

2. Prohibited modifications:

Aftermarket limited slip, locked, locking, torque biasing or spring preloaded differentials or similar are prohibited.

3. Transmissions & Drive ratios:

It is permitted to run with the factory Dynamic Stability Control (DSC) system enabled or disabled. The use of any aftermarket traction control device is prohibited. Final drive ratio must be either 3.62:1 or 3.9:1 (see 5.9.1)

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.5.1

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. Wiring: The vehicle wiring loom may be modified.

5.11: BRAKES

1. All cars must use the mandatory Yellow Speed 6 pot front brake callipers (see Appendix 1.) Front brake discs must be either the Yellow Speed 356mm fixed discs or Yellow Speed 356mm floating discs (see Appendix 1.) Front and Rear brake pads are free. Deformation or removal of back plates is permitted, as is the fitment of alternative brake piping/hosing. Rear brake callipers must be standard, rear discs may be standard or standard pattern of a maximum diameter of 328mm. Discs may be cross-drilled and/or grooved. The braking system including the ABS must remain fully operational in all aspects at all times (excluding the handbrake). It is permitted to re-position the ABS pump for the fitment of some designs of rollcage.

2. Prohibited Modifications: It is not permitted to disable or modify the anti-lock braking system in any way.

5.12: WHEELS / STEERING

1. Permitted Options: An original, unmodified BMW steering rack must be used.

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. Power assistance of the steering may not be disabled, the standard pump and pulley must be used.

3. Construction & Materials: Magnesium wheels are prohibited. The only permitted wheel options are the standard 18" BMW M3 wheel, the Team Dynamics Pro Race 1.2 and the Apex rim (see Appendix 1)

4. Dimensions: 18" x 8"J or 18" x 9"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 conversion studs to accept wheel nuts.

5.13: TYRES

1. The only permitted tyres for the Championship are the Nankang AR-1 in 265/35/18 size and the Nankang AS-2+ in 265/35/18 or 235/40/18. All tyres must be bought from the official M3 Cup supplier and have the specific M3 Cup markings. 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, chemical tyre treatments and compounds is strictly prohibited.

2. Nominated supplier: Nankang Tyres UK.

5.14: VEHICLE WEIGHT:

1. Minimum 1390kgs 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. **As per 5.6.2.1 cars built prior to 2016 and fitted with a composite roof panel must weigh 1405kgs.**

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.

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 (see Appendix 4.) 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. Permitted Aftermarket Parts

MANDATORY parts **MUST** be used on all Tegiwa M3 Cup cars and are available for purchase at TEGIWA Europe (see below)
OPTIONAL parts are permitted as a replacement for OEM BMW items, parts not listed below with the exception of safety items (see 5.3 & 5.4) are not allowed.

PRODUCT TITLE	PART NO	OPTIONAL / MANDATORY
TEAM DYNAMIC PRO RACE 1.2 WHEEL (18 X 9 et35)		OPTIONAL
APEX WHEEL (18 X 9 et 42)	ARC8189ET42	OPTIONAL
TEGIWA WHEEL SPACERS	TE-1099004-10 /-15 / -20	OPTIONAL
YELLOW SPEED FRONT 356MM 6 POT BRAKE KIT	YS02-BM-04B-021	MANDATORY
YELLOW SPEED FRONT 356MM 6 POT BRAKE KIT (FLOATING DISCS)	F-DISC-356-G-F	OPTIONAL
YELLOW SPEED M3 CUP COILOVERS	YS01-BM-PPR020-10	MANDATORY
YELLOW SPEED REAR CAMBER ARMS	YSR-CAMBER-R-E46	MANDATORY
FULL POLYEUROTHANE BUSH KIT	PF-FULLKIT-M3-BLK	OPTIONAL
SUPERPRO POLY BUSHES	SUPERPRO-M3 CUP	OPTIONAL
SUBFRAME REINFORCEMENT KIT	TE-1077002	OPTIONAL
TEGIWA 30MM FRONT ANTI ROLL BARS	TE-1077001	OPTIONAL
SINGLE MASS ALLOY FLYWHEEL	04117FL-A	OPTIONAL
SINGLE MASS CHROMOLY FLYWHEEL	04117FL	OPTIONAL
TEGIWA CARBON AIRBOX	TE-1011001	MANDATORY
TEGIWA SHORT SHIFTER	TE-1050001	OPTIONAL
TEGIWA GT REAR WING	TE-1099002	MANDATORY
TEGIWA FRONT SPLITTER (MOUNTS & TEMPLATE)	TE-1099003	MANDATORY
TEGIWA FRONT CF LIP)	TE-1099005	OPTIONAL
TEGIWA CANARDS	TE-1099001	MANDATORY
BMW MOTORSPORT 3.85 FINAL DRIVE	33108311351	OPTIONAL
BMW MOTORSPORT 3.91 FINAL DRIVE	33127768525	OPTIONAL

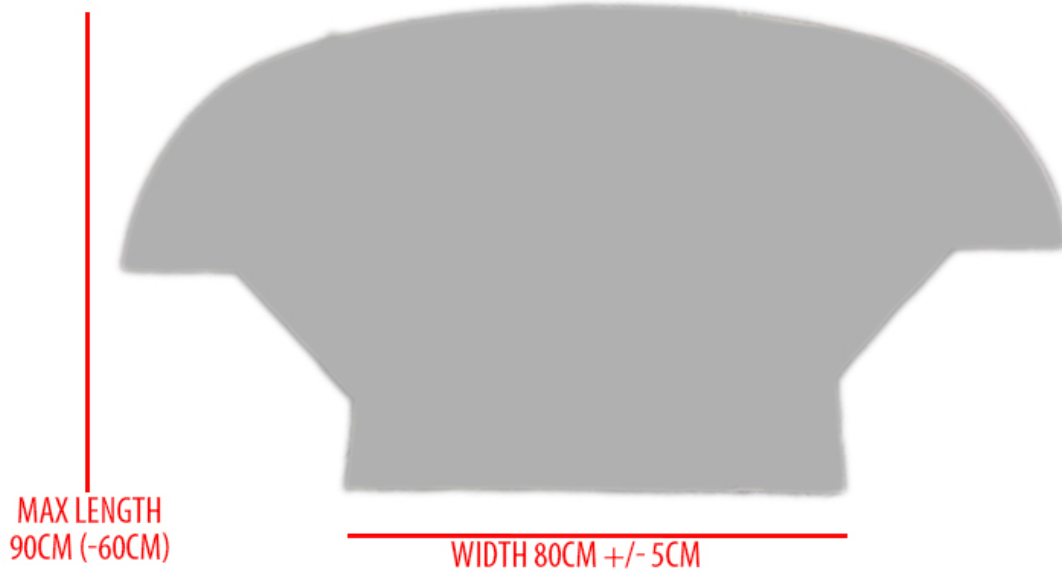
2.

M3-CUP SPLITTER REGULATIONS

MAX 9CM FRONT PROTRUSION FROM BUMPER

MAX 2CM SIDE PROTRUSION FROM BUMPER

WIDTH 166CM +/- 2CM



All parts are available from:

**TEGIWA Europe
Tegiwa House
Sutherland Road
Stoke-On-Trent
Staffordshire.
ST3 1HZ
WWW.TEGIWAEURO.COM**



3. Permitted Rear Silencers



COBRA (Part # - BM24)



MILLTEK (Part # - SSXBM93)



SCORPION (Part # - SBMB050)



TEGIWA (Part # - T-E46-M3-BACKBOX)



SUPERSPRINT SPORT (Part # - 043926)



SUPERSPRINT STD (Part # - 787506)

© LTS

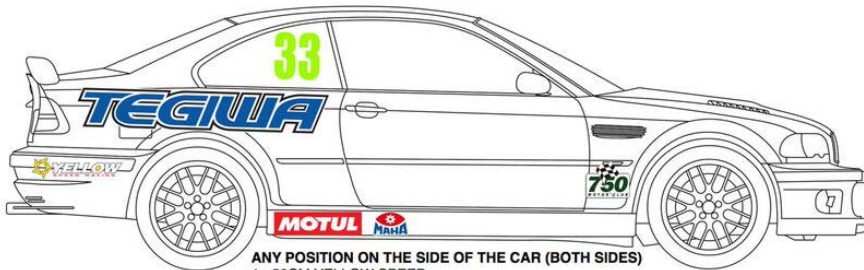


SUPERSPRINT DUPLEX (Part # - 044066)



4. Mandatory Sponsor Decals:

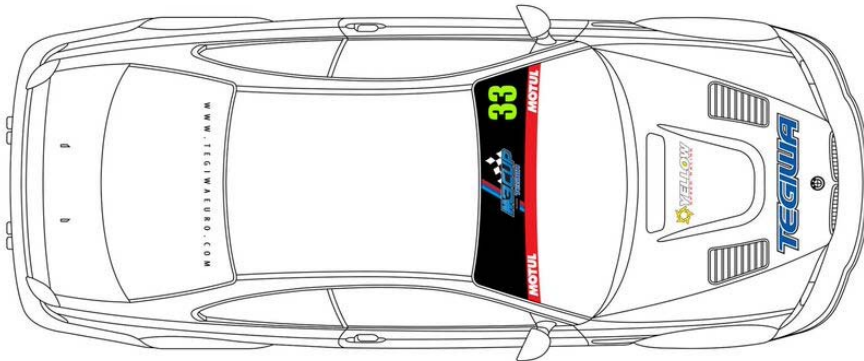
2018 LIVERY LAYOUT



ANY POSITION ON THE SIDE OF THE CAR (BOTH SIDES)
 1 - 50CM YELLOW SPEED
 1 - 130CM TEGIWA
 1 - 30CM MOTUL
 1 - 10CM MAHA
 1 - 10CM 750MC



ANY POSITION ON THE FRONT OF THE CAR
 1 - NANKANG (MUST GO ON THE NUMBERPLATE)
 1 - M3 CUP WINDSCREEN BANNER
 1 - 50CM TEGIWA
 1 - 50CM YELLOW SPEED



ANY POSITION ON THE REAR OF THE CAR
 1 - NANKANG (MUST GO ON THE NUMBERPLATE)
 1 - 30CM MOTUL

5. Nominated MAHA Rolling Roads (Check that the operator has a calibration certificate no older than 12 months before booking):

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

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

TI Motorsport (Stoke)
 TI Motorsport LTD
 Tegiwa House
 Sutherland Road
 ST3 1HZ
 Tel: 01782 950315

Alive Tuning (Louth)
 Unit 1 & 2
 Meridien Centre
 Belvoir Way
 Fairfield Industrial Est.
 Louth
 Lincolnshire
 LN11 0LQ
 Tel: 01472 812900

750MC (Mobile Dyno)
 Donington Park
 Castle Donington
 Derbyshire
 DE74 2RP
 Tel: 01332 814548