



BMWCCR – BMW Car Club Racing Championship

SPORTING & TECHNICAL REGULATIONS 2020

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1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **BMWCCR Championship** is organised and administered by the 750 Motor Club Ltd and the BMW Car Club GB in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1. **MOTORSPORT UK Championship Permit No: CH2020/R034**
2. **MOTORSPORT UK 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:** I. Sowman P. Brough M. Smith
4. **BMW Car Club Representative:** Neil McDonald

1.3: COMPETITOR ELIGIBILITY:

1. Entrants must:
 - (a) be fully paid up valid membership card holding members of the 750 Motor Club and BMW Car Club GB
 - (b) be Registered for the Championship and
 - (c) be in possession of a valid Motorsport UK 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 education to participate in motor sport without 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. **All competitors (except those in BMW Cup) must submit a power graph from one of the approved rolling roads (see section 11.)**
2. The Registration Fee is **£150**. For competitors wishing to enter a single event a registration fee of **£25** is payable; if further races are entered the balance of **the £150** fee must be paid.
3. Registration numbers will be the permanent Competition number for the Championship

1.5: CHAMPIONSHIP ROUNDS:

The **BMWCCR Championship** will be contested over the following rounds:

Date	Circuit	Round/s
13 April	Donington Park GP	2
23/24 May	Croft	2
27 June	Brands Hatch Indy	2
9 August	Silverstone International	2
31 August	Castle Combe	2
19 September	Oulton Park International	2
18 October	Snetterton 300	2

1.6: SCORING:

1. Points will be awarded to Competitors in each class, listed as classified finishers in the Final Results as follows:- 10; 9; 8; 7; 6; 5; 4; 3. 2. Other finishers 1. **Fastest lap per class - 1 point subject to a minimum of 4 starters in class.**
2. All official starters will receive 3 points that will not be dropped.
3. 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. Best 12 scores of 14 over the year.
4. **If there are less than 4 starters in any class points will be awarded to Competitors listed as classified finishers in the Final Results as follows: 5; 4; 3. 2.**



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5. Ties shall be resolved using the formula in (W)1.3.4. in the current MOTORSPORT UK Yearbook.
6. Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
7. Competitors not registered for the Championship may be permitted on an individual round basis and will:
 - (a) be deemed invitational "Guest Competitors"
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) not 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 in each class, **if there are 4 or less starters in any class only a 1st place trophy will be awarded.**
3. Championship: Trophies, subject to a minimum of 5 race starts, to: - **1st, 2nd & 3rd overall, 1st, 2nd, 3rd** in each class
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 (MOTORSPORT UK Regulations Q4.5).
3. At double header meetings, the grid positions for Race 2 will be determined by the **finishing positions in Race 1 with the Top 4 overall reversed.**

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 min to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - II. 30 Second - 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 MOTORSPORT UK 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 MOTORSPORT UK, 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 MOTORSPORT UK 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. (MOTORSPORT UK 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 that records to an SD (or micro-SD) card that must be capable of recording HD footage that can be played back on a standard laptop. Recordings from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation.

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 MOTORSPORT UK regulations and be approved by the Chief Scrutineer in accordance with J.5.21

Cameras must be mounted in a position such that the steering wheel and track in clear view. The unit must always be switched on and be recording when the car is on track during any official free practice, qualification session and race.

The onus is on the competitor to ensure that the camera unit battery is charged, the camera switched on to record and manage the storage to ensure enough space is available on which to record during the above-mentioned sessions. In the event that no recording is available when requested by the Organisers or Clerk of the Course for judicial purposes then the following penalties will be applied by the Clerk of the Course.

- a. First offence – Formal Reprimand
- b. Championship Points Deduction – Equivalent to an 8th place finish.
- c. Disqualification.

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 competitor's fastest lap time in Qualifying. At double header meetings, the grid positions for Race 2 will be determined by the **finishing positions in Race 1 with the Top 4 overall reversed.**

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.

3. The aim of the BMWCCR Championship is to provide amateur drivers a cost-effective environment to enjoy racing a BMW. Consequently, Professional Drivers will only be allowed to compete as an Invitational entry.

A Professional Driver is defined as: A driver under 60 years of age who either:

- a) Has a "Silver" or "Gold" ranking on the FIA Drivers Categorisation List
- b) Has qualified for full BRDC membership or is/been a BRDC "Rising Star" or "Superstar."
- c) Has earned money in the past 12 months as a racing driver.
- d) Has raced in the BTCC or as a "Pro" in British GT in the past 5 years.

The organisers decision on a Driver's "Professional" status is final.

4. Drivers who are still required to display a novice cross will not be permitted to race in Class M1 or M2.

4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current MOTORSPORT UK Yearbook

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MOTORSPORT UK Regulations: C3.3.
2. Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MOTORSPORT UK 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 MOTORSPORT UK Regulation C3.5.1 a & b and may impose the penalty set out in MOTORSPORT UK 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 MOTORSPORT UK 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 MOTORSPORT UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.
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 MOTORSPORT UK 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) Verbal warning Reprimand
 - b) Fine. This 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.
7. The championship has a strict driving standards policy with yellow and red cards - based on the offence that can be in addition to the Steward's decision (see section 9.)

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

- a) The following Technical Regulations are set out in accordance with the MOTORSPORT UK 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 MOTORSPORT UK 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 MOTORSPORT UK 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 BMWCCR is for competitors participating in any model produced by BMWAG for sale or approved for use in the European market to the general public as shown in sales brochures available through the UK or European dealer network. Vehicles must have a BMW engine fitted

The BMWCCR and BMWcup 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.

BMWCCR currently consists of 5 classes M1, M2, 6, BMWcup and 4 with the option of guest entrants placed in an "Invitational" class.

Each class (excluding BMWcup) will be differentiated by engine power (at flywheel and wheels) and specification with an offset for aerodynamics. Minimum weights will apply to each class.

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 Dyno.
- f) In summary, declared vehicle powers may be verified in any number of ways during the season – these will include the following:
1. Rolling road – at the circuit
 2. ECU downloads
 3. Fitting of a VBox or similar by the organisers
 4. Sealing the engine before or after the meeting
 5. Request to visit an alternative Rolling road

5.3: SAFETY REQUIREMENTS:

Articles of MOTORSPORT UK 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 MOTORSPORT UK 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. 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.

A BMW engine (UK registered cars in excess of 1000) can be fitted to any model (EXX / FXX) in M1, M2 6 and 4. Vehicles not complying can enter as Invitational entries. For avoidance of doubt this means non-BMW engines or BMW engines which have sold less than 1000 units in the UK.

Class Structure/Detail:

M1: Power and weight of the car with fuel and driver will be calculated following a visit to a nominated rolling road. No max. cubic capacity (refer to chart for conversion and limits) but standard engine capacity may only be increased by a maximum 2%

Whilst the organisers want to see cars be developed there remains an overarching desire to level the playing field and make it possible for drivers with lower budgets to still compete with those on bigger budgets. A minimum weight of 1220kg will apply.

~~An additional 6Hp will be added to declared power for cars using aftermarket dog (or straight cut) gear sets (rather than synchromesh) in the transmission. For avoidance of doubt this additional power cannot be used to circumvent the minimum weight rules ie the minimum weight of a car with such a gearbox will be at LEAST 1230kg.~~

Transmission internals must remain original for the type and model of BMW gearbox fitted (synchromesh or SMG.)

E36 E46 S50 S54 Engines to maintain standard mounts and retain original position within engine bay in relation to standard subframe/bulkhead – dry sump allowed following approval.

In attempt to deter cheque book racing, for expensive high compression engines with very high mid-range power a sliding scale handicap will apply. This measure is not designed to affect a **standard** built and mapped naturally aspirated engine which should avoid this penalty altogether. Previously, minimum weight was dependent solely on peak power at the flywheel. Now, drivers will be asked to declare the peak power at the flywheel and the power at 5000rpm (also at the flywheel). The minimum weight is listed in the chart in appendix 12 and is based on the cars specific "power figure": This "power figure" used to calculate minimum weight for the car will be derived according to the following formula:

(Peak power at the flywheel) OR $(1.21 \times \text{power at flywheel at 5000rpm})$ whichever is the greater

For avoidance of doubt if an engine makes 400BHP peak and 330 BHP at 5000 rpm then $1.21 \times 330 = 399$ and minimum weight will be STILL be based on 400BHP. But if an engine makes 400 BHP peak and 340 BHP at 5000 rpm then $1.21 \times 340 = 411$ hp and thus minimum weight will now be calculated based on 411BHP not 400BHP. Competitors are free to remap their cars accordingly prior to declaring their peak and 5000rpm figures.

Thus the handicap gradually kicks in, but only if an engine has an extremely flat power curve (regardless of the reason – be it high comp pistons, turbos or a deliberate mapping). The club is always looking for ways to discourage cheque book racing and allow low budgets to compete with high budgets. Equally we do not wish to exclude highly developed cars; instead we have attempted to devise a fair handicapping system. For this reason expensive high compression engines are only eligible for BMWCCR as long as they do not have a performance advantage versus a well set up car with a cheap standard engine. The rule changes attempt to future proof the M1 class from expensive or unfair competition. If you think it affects you or wish to have it explained further please contact Neil MacDonald

M2:

Power and weight of the car with fuel and driver will be calculated following a visit to the rolling road. Maximum 3246 cubic capacity engines (for example if a car has 330bhp it would need to weigh 1297kg including the driver after the race (see chart for calculations)

To include S14, S50 (B30 & B32), S54 engines – this will be for standard specification engines and management (BMW Models to have correct



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model specific engine fitted)– All models are to retain standard Air Boxes (no aftermarket or CSL style induction) and the standard Air Mass Meter or Air Flow Meter which must be fitted and functioning – after-market air filter kits are allowed. All cars should retain a standard BMW ECU* Class 6 specification cars that have been modified to run independent throttle bodies will need to run in M2.

Transmission internals (gears/syncros/ratios) must remain original for the type and model of BMW gearbox fitted (synchronesh or SMG.)

Minimum weight will be 1200kg Vehicles more than 30years old will be allowed a lower minimum weight but must have power reduced pro rata to be the same overall power to weight as a car at the minimum weight. So 305hp at 1200Kg or 279hp at 1100kg

T1:

This class is for turbocharged cars with a maximum power to weight ratio of 300 bhp/ton with power measured at the flywheel and weight taken without the driver.

Transmission internals must remain original for the type and model of BMW gearbox fitted (synchronesh or SMG.)

Cars must retain the standard factory fitted turbocharger.

Vehicles MUST have the correct engine, and transmission and factory silhouette as fitted originally to the specific model and year of construction and use.

Class 6:

Power and weight calculated with a similar principle to M2. Maximum 2999cc 6 cylinder non -M-Power engines. Aimed at current M20, M50, M52,

M54 powered cars with standard engine, ECU*, induction (after AMM/AFM) & ignition specification

For example, a power figure of 250bhp the car with driver after the race would need to weigh 1257kg. Minimum weight 1100kg

BMWcup:

Controlled standard MS43 ECU E46 325ti (BMWcup specific regulations apply) – See Appendix 1

Class 4:

Power and weight calculations will apply based on performance – 4 cylinder engines M or N designation, standard ECU as defined under regulations (as per class 4 specified regulations) – Includes E30, E36, E46, Mini and Z3. Minimum weight 1050kg. For example, a car producing 163bhp would need to finish the race weighing 1100kg

Invitation: Invitation class – Any BMW model – can run invited by the club or who don't wish to register – or the does not fit a class for 2019 or the club wishes to assess for class allocation (all cars must use listed tyres) – Minimum weight of 1220kg applies

* NOTE – In classes for standard ECUs, vehicles already fitted with aftermarket engine management systems that have raced prior to 2018, based on performance these vehicles may be permitted to race at the organisers discretion after a satisfactory power run has been completed.

5.5: CHASSIS:

Strengthening of the chassis in the interest of safety is recommended. Lightening or reducing the chassis strength is prohibited and competitors should bear in mind that if the removal of any material results in weakening the structural integrity the chassis then the Clerk of the Course or Eligibility Scrutineer (at their own discretion) will be fully authorised to exclude the vehicle from competing.

Tow hooks are to be either wire or fabric looped and be capable of pulling the vehicle weight

In addition to Q19.1.3, it is recommended that cars should where possible be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

The older style loop tow straps are still allowed – metal tow hooks that protrude beyond the bodyline are not allowed.

5.6: BODYWORK:

All Classes (except BMWcup – see Appendix 1): All panels other than specified below - must remain as per the manufacturer's original material, construction, dimensions, basic shape and thickness on all exterior surfaces above and below the hub line.



Fibreglass: bonnet, boot, tailgate, wings, bumpers, roof and doors are permitted.

Aero and body kits: **If a car raced in the BMWCCR Championship in 2019 with an aftermarket bodykit, then this will be permitted in 2020. Other cars may only use BMW factory supplied bodykits such as those fitted to "works" race cars. Competitors should receive the organiser's written approval before purchasing or fitting any body-kit.**

Splitters, where fitted, must be no wider than the vehicle front profile and extend no more than **100mm** from the vertical plane of the standard front valance/bumper.

Front under trays - permitted but not extend further back than the engine cross member.

Bonnet Ventilation - The use of vents/grills in the sides of the bonnets for heat dispersion is allowed subject to the regulations on silhouette.

Class M1 and T1 ONLY: A rear diffuser is permitted but must not protrude beyond the external bodyline or attach to rear panel. Underside body shell contours to remain as production shell, no aero devices are permitted on the underside of the body other than fitting standard BMW manufactured items. The diffuser may reach/not go beyond the original location of the rear of the spare wheel/space saver position on the boot floor. Rear bumper panel can be removed.

Rear spoilers are free but must not extend beyond the width and roofline of the car

Class M1, T1 & M2: Cars may be fitted with spoilers originally supplied by BMW for that model car or a direct copy approved by the club's eligibility scrutineer and coordinator. If the cage has a diagonal or cross then a carbon roof is allowed.

Cars may use the previous M3cup approved Tegiwa non CSL style rear spoiler in Class M2.

E36 and E46 models may use a Super Touring rear wing – fitted in standard position – not modified or extended

All E36 models may use the BMW GT rear spoiler – fitted in the standard position.

The spoilers must not extend beyond the maximum width of the vehicle or above the maximum height of the roof.

Class 6:

Carbon roofs are allowed in post 2006 cars with a roof diagonal or cross in the cage.

The Former 330 Challenge approved Tegiwa non CSL style rear spoiler is allowed in 2020 for all models

The Super Touring rear wings – are allowed if fitted in standard position – not modified or extended

All E36 models may use the BMW GT rear spoiler – fitted in the standard position.

BMWcup Class: Refer to specific regulations (Appendix 1) - all steel panels – no spoilers or lightweight modified panels

MANDATORY parts MUST be used in the BMWcup class. (see Appendix 1)

Class 4:

E36 and E46 models may use a Super Touring rear wing – fitted in standard position – not modified or extended

All E36 models may use the BMW GT rear spoiler – fitted in the standard position.

1. Modifications Permitted:

1. General: Windows: Clear Perspex windows are allowed in the side windows and rear windows only and must be installed to the Organisers satisfaction. Windows Class (inc front windows) M1 M2, Class 6 and Class 4 – conform to MOTORSPORT UK Regulation J5.20.8

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 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. The 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 MOTORSPORT UK regulation Q19.14.6.

3. Exterior:

Other than the modifications detailed in section 5.6, cars must use standard or standard pattern exterior parts. Competitors other than those in BMWcup are allowed to fit a cold feed through the full beam unit – however the other lights must still operate



4. Silhouette:

The standard silhouette in all elevations must not be altered with the exceptions of the permitted modifications listed in 5.6

5. Ground Clearance:

No cars are permitted to have skirts or intermediary devices bridging the gap between the underside of the chassis or bodywork and the ground, and must retain a minimum ground clearance of 60mm.

2. Modifications Prohibited:

- 1. General:** No alterations other than specified above permitted.
- 2. Interior:** No alterations other than specified above are permitted.
- 3. Exterior:** No alterations other than specified above are permitted.
- 4. Silhouette:** As above
- 5. Ground Clearance:** As above

5.7: ENGINE:

To qualify the basic engine needs to be as fitted and supplied to production BMW models available through the dealer network and produced in volume (1000 units or more within the EU)

1. Modifications Permitted:

M1:

Modifications to head and block are free, but must be based on original standard parts. Crankshaft, connecting rods, pistons, valves, camshafts and manifolds are all free. Engine capacity may not be increased by more than 2%. Dry sump lubrication is allowed.

T1, M2, Class 6 & Class 4:

Modifications to head and block are allowed, but must be based on original standard parts. Crankshaft, connecting rods, pistons, valves, and manifolds should remain BMW dealer original equipment items. Engine capacity may not be increased by more than 2%. Dry sump lubrication is not allowed.

2. Modifications Prohibited:

All Classes:

The engine location, its mounting position and locating points, must remain as manufacturer specified as originally supplied by the manufacturer for the particular model entered. For some custom fits the owner should consult the coordinator prior to making any modifications.

3. Oil/Water cooling:

The fitting of an oil cooler and modification of the cooling system is permitted. The location and size is free.

4. Induction:

~~The use of superchargers or turbochargers where specified as original equipment may be used in Class M1 if original equipment and specification. To compensate for the additional torque a calculation of 1.21 x flywheel engine power at 5000rpm will be used for min weight calculations, providing this figure is greater than the peak flywheel power.~~

Turbo Petrol engines and Turbo Diesel engines will only be permitted to race in T1 providing they meet the criteria for the maximum power to weight ratio. Cars must retain the standard factory fitted turbocharger for the model being raced.

Aftermarket or CSL air boxes are ONLY permitted in M1 (all models) and in M2 only when fitted to an S14, they are prohibited within Class 6, Cup Class and Class 4.

Independent throttle bodies are allowed in M1.

Standard BMW independent Throttle Bodies are permitted in Class M2.

No independent throttle bodies are permitted in T1, Class 6, BMWcup and 4.

Induction kits and aftermarket air filters (provided the Air Mass/Flow Meter is retained) are allowed in all classes.

A cold air feed is permitted via a single full beam light fitting kit– all other lights must remain operational

5. Exhaust systems:

Exhaust systems must comply with the silencing regulation as laid down in the MOTORSPORT UK Yearbook

6. Ignition systems:

M1: The ignition system is free.

T1, M2, Class 6 & Class 4: Cars must retain the standard BMW ignition system, however vehicles already fitted with aftermarket engine management systems that have raced prior to 2018, based on performance these vehicles may be permitted to race at the organisers discretion after a satisfactory power run has been completed



All Classes: Any ECU system with a switchable map **MUST** only have option of 2 maps – inc. the standard E46 ECU "Sport" mode – when fitted any switch should be clearly marked and a dyno test will be performed in both positions. Copies of both runs need to be provided to the organiser. Contravention may result in disqualification.

7. Fuel delivery systems:

All Classes: Fuel pumps, fuel tank, swirl pot and lines are free.

5.8: SUSPENSIONS:

All Classes: Cars must use the standard suspension pickup points on the body/chassis of the car and the suspension must use the original design/type i.e. McPherson Strut that was applicable to the original vehicle model and design. Suspension components are interchangeable from one model to another as long as the chassis pick-up points remain as original.

If active suspension was a standard road car option by BMW. If the same original system is fitted to your car – the standard and original system it will be allowed. You will NOT be allowed to race with aftermarket active or traction control suspension – ask if not clear. Four-wheel drive systems whether original standard BMW or otherwise is not allowed

Class 4 & BMWcup: Only One-way adjustable dampers are allowed in Class 4 and BMWcup (bump and rebound combined.) Remote canisters are not permitted.

Class 6: Two-way adjustable dampers are allowed in Class 6 (separate bump and rebound.) Remote canisters are not permitted.

M2, T1 and M1: Up to Four-Way adjustable dampers (bump, rebound, high speed bump and high speed rebound) are permitted as are remote canisters.

1. Modifications Permitted:

All classes: Modification to the suspension is subject to the following conditions: The spring and damper configuration and all of the original mounting points must be retained and used in the operation of the suspension for that particular model except that coil over dampers may be used on the rear. The replacement of bushes by adjustable spherical bearings is only permitted on the following:
The top mounts of front dampers, the top and bottom of the rear dampers and anti-roll bars.

All other bushes and bearings must either be as originally supplied; replaced by spherical bearings inside the original mounting; BMW supplied Group N alternatives or with the rubber replaced by nylon/polyurethane or nylatron type material.

Aftermarket links and arms are allowed as long as they follow the design and style as original car and operate in the same way.

2. Modifications Prohibited:

None other than listed in 5.8 & 5.8.1

3. Wheelbase/track:

Wheelbase must remain as per manufacturer's original specification for that particular model.

5.9: TRANSMISSIONS:

BMW dealer mainstream supplied gearboxes may be swapped from model to model. Mounting and Location points must be used as intended by the manufacturer. **Internal ratios and gears must remain original for the gearbox used.**

Aftermarket gear kits and sequential boxes are not permitted other than for Invitational entries. SMG transmissions where original fitted to that model car will be allowed – all associated parts to remain as original.

1. Permitted modifications:

M1: ~~Fitting of a 'Dog Box' or 'Straight Cut' gearbox will be allowed in M1 but incur an additional 6hp penalty when calculating the vehicles minimum weight based on the chart in section 12.~~

2. Prohibited modifications:

- The fitting of sequential gearboxes to vehicles in which they were not originally available
- The use of non-BMW parts and/or ratios, which did not appear in the production version of the gearbox in question will not be allowed within any class. ~~with the exception of M1~~
- Re-location of the gearbox or final drive from its original position as specified by the manufacturer for that particular model.
- The fitting or use of traction control and/or launch control systems are prohibited unless fitted as standard on the original vehicle and remains the standard software – in any class other than M1
- Fitting of aftermarket active or intelligent suspension systems is not allowed.
- Four-wheel drive systems will not be allowed

3. Transmissions & Drive ratios:



Final drive ratios and differential units are free with exception of BMWcup class cars. Only casings and ratios found in original production BMW models can be used in classes **M1**, **M2**, **T1**, Class 6, BMWcup and Class 4.

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 MOTORSPORT UK regulations or covered with a transparent protective plastic / vinyl film. (exception is using a single full beam for cold feed in Class's **M1**, **T1**, **M2** 6 and 4)

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

3. Batteries: No restrictions on type or location subject to MOTORSPORT UK 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

Other than BMWcup class - brake regulations are free in terms of disc, calliper and pad sizes.

BMWcup refer to Appendix 1 – as should remain standard in terms of function and size and type of calipers, discs and control pads

All braking components are competitor's choice (**M1**, **T1**, **M2**, 6 & 4) inc. braided hoses. The removal of the back plates is permitted - replacement with cooling ducts is recommended.

All cars must have operational handbrake which can either be mechanical or hydraulic.

5.12: WHEELS / STEERING

1. Permitted Options: An original, BMW steering rack must be used. The steering lock should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. MOTORSPORT UK regulation Q19.6.

2. Prohibited Options: No machining or other modification of the road wheels are permitted. High ratio steering racks may be fitted with in a BMW manufactured casing. Power steering pumps and equipment may be removed. Electric power steering is allowed

3. Construction & Materials: Magnesium wheels are not permitted.

4. Dimensions:

Wheel diameter:

Class **M1**, **M2** & **T1** 18", 17", 16" & 15" (plus 19" for Uniroyals but only if 19" were available as new on the model in UK)

Class 6 18", 17", 16" & 15"

BMWcup 17"

Class 4 17", 16", 15"

Invitation up to 19"

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

TYRE FITMENT options and sizes available through the organisers, or approved manufacturer suppliers

SPECIFICATIONS - Treaded tyres – as per 2020 Motorsport UK Blue book section L for lists of 1A, 1B and 1C tyres (refer to BMWCCR manufacturer for additional detail)

For 2020 there are 4 permitted tyre manufacturers; **MRF**, **Nankang**, **Pirelli** and **Uniroyal**.

Invitational entries may use any Motorsport UK List 1A, 1B or 1C tyre.

It is not permitted to modify the tyre suppliers declared groove pattern in any way.

The use of tyre heating/heat retention devices and chemical tyre treatments/compounds is prohibited.

Tyres must only be inflated with air or nitrogen.

It is only permitted to run complete sets of matching type of tyres. The mixing type or compound tyres is not permitted – unless approved due to exceptional circumstances

BMWcup the only permitted tyres are tyre: Dry: **MRF ZTR** (hard) 225/45ZR17 and the **Uniroyal Rainsport**

Tyre specifications – sizes listed for reference – ALL 15"-18" options allowed if fit within arches

Permitted Tyres for Class **M1**, **T1**, **M2**, 6 & 4 are as follows:

Pirelli	Trofeo R	15"-18"	1B
MRF	ZTR	17"-18"	1C
Nankang	AR1	15"-18"	1B

**Uniroyal**

Rainsport

15"-19"

1B

Tyres used during qualifying or the start of a race should not be worn below 1.6mm. If deemed **excessively worn** they will need to be changed prior to taking to the track.

Whilst the BMW Car Club allows purchase of the listed tyres from ANY supplier we recommend drivers and teams can purchase direct from the organisers or via the approved supply chain – the options are then to have them fitted at a race meeting or delivered and fitted to a manufacturer outlet without extra costs.

The outlet locations, approved suppliers and booking forms are available from Neil@bmwclubgb.co.uk.

5.14: VEHICLE WEIGHT:

1. Minimum weights apply to each class (**except T1**) 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.
M1 - 1220kg or 1200kg (for E36 with S50 B3X fitted)
T1 - 1050kg
M2 - 1200kg
6 - 950kg
Cup - 1250kg
4 - 900kg
2. The minimum vehicle weight for individual cars will be calculated from the declared or tested power of the vehicle. This figure must be displayed as a graphic on the side window of each car. The minimum weight includes the driver and may be checked 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:** Fuel tanks are free.
2. **Locations:** If present, the standard fuel tank must be in standard position. The location of aftermarket tanks is free subject to meeting MOTORSPORT UK safety criteria.
3. **Fuel:** Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MOTORSPORT UK Yearbook for the current year.

Fuel Tank/Fuel: This will be tested so cars should have a fuel sample take off fitted with FIA dry break couplings – drivers should be able to supply a sample from between the pump and engine within Parc Ferme following request. (The club can provide sample valves if needed)

5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in MOTORSPORT UK 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.) BMWCC & 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. To be eligible to compete in races and obtain points, it is mandatory to display allocated partner decals.
a) Organising Club and BMWCCGB on each side of the vehicle as instructed
b) All Sponsors' decals (as instructed by the Club Co-ordinator)
c) Class identifier alongside the competition number
d) Vehicle weight and declared power figure to be displayed in rear quarter window
e) Any other partner decals inc 750mc need to be placed in accordance with organiser instructions and guidelines 7

Front Sunstrips will be supplied by organisers and must be fitted in accordance with Q11.4. decals will be supplied by the Title sponsor, and/or any other sponsor and/or the Organisers.

Driver names on side windows

Minimum Weight and the car's specific Power figure on all competitors vehicles to assist any weight or power checks

2. Suppliers: Sponsors and Club decals will be available before the first Championship race in which the vehicle is entered. Competition numbers will be available or can be fitted by the competitor



Partner decals will need to be clearly placed on the cars in the designated positions- ask if not clear

6. PADDOCK DISCIPLINE:

You are required to park competition vehicles together in the paddock. Please follow the instructions on the final instructions with regard to paddock layout. If you fail to do so, you will be asked to move, either by another official race coordinator or our club representative. You are obliged to follow instructions on this procedure. Failure to readily comply, could lead to the suspension of your membership of the club, which would in turn render you ineligible to race. Please assist us by ensuring that this does not occur

The BMW Car Club will work with all organising clubs and partners to liaise with the circuits to ensure that the day(s) racing is as enjoyable and stress free as possible. In that aim we also request that all competitors and their friends that come to support them respect all the other parties involved or taking part at the meetings. If there are instances where people bring the club into disrepute or any altercation is reported it will be investigated and penalties will be levied that could result in exclusion or removal of any person that is deemed to not be respecting the club rules and other visitors to the meeting in question. This will be a decision between the circuit, club organisers and Clerk of the Course as appropriate.

7. TECHNICAL CHECKS:

The eligibility scrutineer/organisers reserve the right to inspect any vehicle at any time and this will be carried out in the scrutineering bay/paddock or team garage. They also reserve the right within the general regulations of the MOTORSPORT UK Yearbook to strip or seal any part or parts of a vehicle.

The competitor will bear costs of such an inspection. If the vehicle is found to be outside the regulations for the class entered it could lead to exclusion from the results of that event and the loss of reward points scored to that date, the eligibility scrutineer/organisers reserve the right to escalate any infringement further within the "MOTORSPORT UK".

The eligibility Scrutineer/organisers reserve the right at any time to subject a car to an official test to check engine power. The same right will exist to measure the weight of the car. Failure to comply at the time of request will render the competitor to loss of their 2 highest points scoring rounds to the date of the refusal.

It is the competitor's responsibility to ensure that the vehicle entered complies with the regulations, even if they are not the builder or assembler of the vehicle. Any vehicle found to be in contravention of the regulations will render the competitor and vehicle to be excluded.

On occasion the championship organisers may nominate people to work alongside and advise the MOTORSPORT UK Eligibility Scrutineer at the meetings. They are available for assistance with interpretation of the regulations and have the absolute right to inspect any competing vehicle. Please assist them with their duties. Any refusal will be deemed to be a breach of these regulations and may result in disqualification.

8. CONTACTS

Race Organising Club and Contacts:

Promoter:	Neil McDonald	
Club:	BMW Car Club GB	
Tel:	07767 688233	E-mail: neil@bmwclubgb.co.uk
Eligibility Scrutineer:	Bob Blackmore	
Tel:		
750MC Contact:	Giles Groombridge	E-mail: giles@750mc.co.uk
Tel: 01332 814548		

Commercial Undertakings:

All drivers are required to be members of the BMW Car Club GB and the 750 Motor Club.

Trade Support Vehicle Decals - Any competitor who is proposing to carry vehicle sponsor advertising which may be deemed to be in conflict with the main Sponsor/s must first seek the approval of the Championship Co-ordinator prior to the appearance of the vehicle at its first meeting of the season. Any decision that is made by the co-ordinator in this respect shall be at his/her discretion and shall be final.

Should a competitor bring BMW Car Club Racing into disrepute, their membership of the club and their entry for racing will be suspended.

9. DRIVING STANDARDS

The Organisers are determined to see that these regulations are enforced. The coordinator and the committee will enforce Driving Standards firmly:

- First offence deemed avoidable or the circumstances to have extenuating circumstances – A warning will be issued
- First offence deemed avoidable without any defence – A yellow card will be issued
- Second offence within 3 races that involves an incident that could be avoided and causes another car to be inconvenienced or damaged – A red card could then be issued – meaning that the competitor will be excluded from the next meeting
- If the first offence is considered dangerous and premeditated then a red can be issued
- If a driver is issued 2 red cards in one season a disciplinary meeting will be arranged with the possibility of exclusion for the rest of the year will be discussed

With the assistance of the video evidence requested under the regulations any incident will be investigated, whether triggered by judicial action

initiated by the Clerk of the Course, by competitor complaint, or by their own observation notwithstanding that the Clerk of the Course may already have imposed a penalty under MOTORSPORT UK Regulations. The Organisers DSA's are empowered to call a competitor to investigate any incident and may supplement their own investigations by the use of track Observers reports, where available and deemed appropriate by the Clerk of the Course, at the event in question.

Examples of incidents are

- i) Driving in a manner which is considered careless by the Organisers DSA - to be penalised by written warning
- ii) Driving in a manner which is considered reckless by the Organisers DSA - to be penalised by the issuing of a yellow card. Two yellow cards in six meetings will cause a red card to be issued.
- iii) Driving in a manner, which is considered dangerous by the Organisers DSA - to be penalised by the issuing of a red card.
- iv) Refusal to co-operate with the Organisers DSA will result in issuing of a red card
- v) A red card will cause suspension of membership from Organisers for a period of two race meetings, which will both count as points scoring rounds with zero points score.
- vi) The issuing of two red cards in one season will result in the suspension of club membership for the remainder of the season.
- vii) Each penalty will have a shelf life of six races from the date that the penalty is applied. After this period, the penalty will not be used for the purposes of totting up.
- viii) Suspension of club membership will mean that the competitor is ineligible to compete during the period of suspension.

Any driver who receives points on their licence from the Clerk of the Course dependent on the reason they could have the same number of points deducted from their rewards tally even if this results in a minus score.

The Clerk of the Course decision is final and no exceptions to this rule will be made. The Organisers will also issue a yellow card to the driver.

10. MANDATORY SPONSOR DECALS

Sponsors Decal Placement as applicable

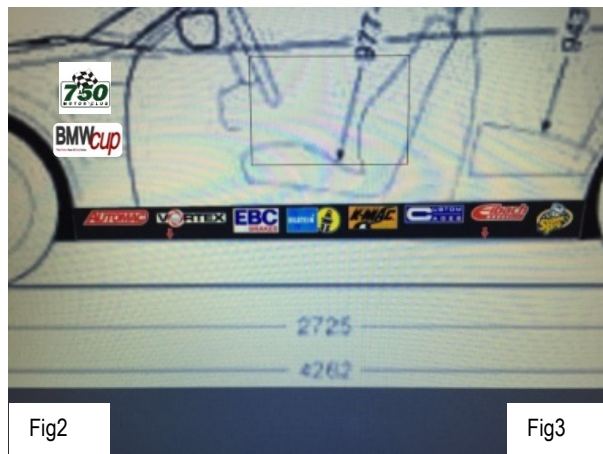


Fig1

Fig2

Fig3

Location and detail – Fig1

- Front Screen Strip – BMWCarclub Racing
- Front bumper corners – Current Tyre supplier (Pirelli, MRF or Nankang)
- Rear Bumper – centre section TBC – Corners – Tyre supplier
- Front number plate – BMWcarclub GB – Rear number plate – Supersprint
- Rear Screen – Gripper & Automac – Mirror caps – TBC
- Front wing between door and wheel arch – BMWCC, BMWcup, 750MC
- Sill x2 – must display Eibach, Bilstein and RedBox, Superpro
- Sill x2- BMWcup see specific regulations and – Fig2/3

Competition Numbers (Day Glo Yellow)

- a- Front and Rear Windows – 150mm (Located on passenger side towards the top edge)
 - b- Side Windows – 200mm high/stroke width at least 20mm
- Names Drivers proper or known name (first or surname) Max 50mm high under the race number
 The "Power figure" and given minimum weight – in white at least 20mm in height
 Class identification – M1, M2,T1, 6 Cup and 4 in a contrasting day glo orange and 100mm in height

**11. NOMINATED ROLLING ROADS:****750MC**

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

London North

Track N Road
Rainham
Essex (close to J30 M25)
Tel: 01708 869189
E: contact@tracknroad.co.uk

South West

ARM Motorsport
Wheal Busy
Redruth
Cornwall
TR48NZ
Tel: 01872 561169
E: armmotorsport@gmail.com

London West

Autologik
William Road
Guildford GU1
Tel: 01483 563655
E: info@autologik.co.uk

West

Saxon Motorsport
2A Ramsden Rd,
Hereford
HR2 6NP
Tel: 01432 350157
E: carol@saxon-motorsport.co.uk

North

Chip Wizards
Unit 3 Victoria Way,
Rawtenstall,
Lancashire BB47NY Tel: -
wayne@chipwizards.co.uk

Central

TI Motorsport
Tegiwa House
Sutherland Road
ST3 1HZ
Tel: 01782 950315
E: luke@tegiwa.com

East

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



12. POWER TO WEIGHT CHART

M1		M2		Class 6		Class 4+ poss rework	
BHP*	KG*	BHP	KG	BHP	KG	BHP	KG
500	1614	385	1527	285	1448	235	1654
490	1589	380	1506	280	1421	230	1615
480	1564	375	1485	275	1393	225	1577
470	1539	370	1464	270	1366	220	1538
460	1514	365	1444	265	1339	215	1500
450	1489	360	1423	260	1311	210	1462
440	1464	355	1402	255	1284	205	1423
430	1439	350	1381	250	1257	200	1385
420	1414	345	1360	245	1230	195	1346
410	1389	340	1339	240	1202	190	1308
400	1364	335	1318	235	1175	185	1269
390	1339	330	1297	230	1148	180	1231
380	1314	325	1276	225	1120	175	1192
370	1277	320	1255	220	1100	170	1154
364	1255	315	1234	215	1100	165	1115
354	1220	310	1213	210	1100	160	1077
		305	1200	205	1100	155	1050
Min	1220	Min	1200	Min	1100	Min	1050

***Dog/straight cut gears**

Add 6hp to your power figure prior to calculating minimum weight.

For avoidance of doubt this additional power cannot be used to circumvent the minimum weight rules ie the minimum weight of a car with such a gearbox will be at LEAST 1230kg.

GILES – do you have a chart or calculation we can insert for T1 so same as Club Enduro cheers Neil

BMWcup – to remain Minimum Weight 1250kg with standard ecu with EWS removed so the organisers can swap to resolve any dispute or concern

**Appendix 1 – BMWcup Specifics****1. Logbook**

Upon registration a logbook is to be completed to confirm car specification to include chassis/VIN/Engine details to ensure conformity to the BMWcup and BMWCCR regulations

2. Bodywork

External body bodypanels and silhouette as per original factory car

All Steel panels – can be trimmed/skinned – rear seat and seatbelt mounts can be removed

OEM Bumpers, front under tray, bulkheads to remain standard, dealer supplied rear spoiler is allowed, no front splitters

2.1 Rear End

Standard pick up points. Rear beam to be Standard. Superpro bushes can be fitted

Shafts, Hubs and trailing arms to remain standard

2.2 Front end - Beam to remain standard, Lower arms to be as original other than Superpro bushes**2.3 Windows** - Polycarb windows allowed (side/rear) if heater removed – a heated screen to be fitted**3. Engine** Fitted as standard to the E46 325 – all specification to remain standard)

M54B25 2,494 cc (152 cu in) engine with an 84 mm (3.3 in) bore and 75 mm (3.0 in) stroke. Output 141 kW (189 hp) at 6000 rpm and 245 NM (181 lb·ft) torque at 3500 rpm.

To avoid avoidable costs all competing engines can be purchased for £1000+vat (STC)

3.1 Induction OEM up to and including Air Mass meter (AMM) plus standard or approved K&N filter**4. Fuel** Standard tank, pump and pickup and fuel. Twin pumps or M3 baffle can be fitted
No swirl pot or external lift pumps or additional pressure devices**5. Suspension**

Standard position an operation design

Dampers - PSS9/10 Bilstein coilover kit. Top mounts - Standard or K-Mac as per parts list

Eibach Springs - Front - Approved Race springs, Rear - Approved Tri rate coil spring

Antiroll bars remain standard diameters F-27mm R-19mm, standard ARB links

Front lower arm bushes can be offset with bushes or kept standard

6 Steering - Unmodified purple tag steering rack, with standard PAS**7. Transmission**

Original Getrag 5 speed manual as fitted to E46 325 –The standard flywheel and clutch can be used or the solid BMWcup version mated with the E36 M3 Evo clutch.

7.1 Differential - Standard unit as fitted to E46 325ti – smooth case - open (**non LSD**) 3.23 CW**7.2 Propshaft** - Original as fitted to E46 325**8. Electrical** - Standard MS43 ECU – will be swappable an retain standard map

No – piggy back control units for engine or traction aids - disqualification could result

9. Safety – approved 6 point bolt in cage by custom cages – other as per BMWCCR regs**10. Brakes** Standard ATE calipers and disc size – can upgrade hoses and brake fluid

Front – discs vented 300mm diameter / 52mm height/22mm thickness

Rear size discs vented 294mm diameter / 60 mm height/19mm thickness

Approved Discs – Front GD932 or USR932 Rears – GD933 or USR933

Approved Pads — DP51211NDX and DP51289NDX

11. Wheels and tyres

Wheels – 17" Diameter, Maximum width 8.5"

Tyres – Dry: MRF ZTR (hard) 225/45ZR17 or Uniroyal Rainsport

12. Weights - Minimum weight 1250kg



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13. **Exhaust** - Vortex exhausts cars must run with the lambdas as originally fitted
Exhaust manifold to remain standard – with catalyts intact and operational
14. **Costs** BMWcup is designed to be cost effective entry to racing and discounts are available
15. **Driver Standards** - Refer to driving standards within BMWCCR regulations.
16. **Contacts:** Neil McDonald 07767688233 neil@bmwcarclubgb.co.uk

A handwritten signature in black ink, appearing to be 'Neil McDonald', located at the bottom left of the page.