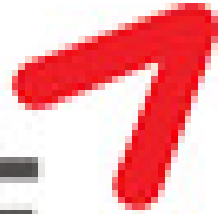


2017 KUMHO BMW CHAMPIONSHIP
SPORTING & TECHNICAL REGULATIONS

KUMHO TYRE



Organised by the British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

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1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Kumho BMW Championship is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, 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.

MSA Championship Permit No.: CH2017 / R106

Race Status: Clubman

MSA Championship Grade: Grade C

1.2 OFFICIALS:

1.2.1 Co-ordinator: Trevor Ford

1.2.2 Licensed Eligibility Scrutineer: Jeff Nixon

1.2.3 Championship Stewards: Bill Coombs
Dennis Carter
Dale Wells
Guy Woodward

Any three of the Championship Stewards may sit to make a decision. In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (G) 2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under (W) 2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Championship Clerk of the Course: N / A

1.2.5 Technical Advisor: Mark McLennan

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

(a) be current members of the BARC and

(b) be Registered for the Championship and

(c) be in possession of a valid MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

(a) be current racing members of the BARC and

(b) be Registered for the Championship and

(c) be in possession of valid Competition (Racing) National B status Licence, as a minimum or

(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.

1.3.3. All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

1.4 REGISTRATION:

1.4.1 All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the closing date for entries for the first round being entered.

1.4.2 The Registration Fee is £250, invitation class £75 and should be made payable to "BMW Racing Drivers Club".

1.4.3. Registration numbers issued will be the permanent Competition numbers for the Championship season.

1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over eight Meetings as follows:

<u>Event:</u>	<u>Date:</u>	<u>Circuit:</u>	<u>Organising Club (Centre):</u>
1 & 2	25 th /26 th March	Brands Hatch	BARC
3 & 4	8 th /9 th April	Rockingham	BARC
5 & 6	6 th /7 th May	Snetterton	BARC
7 & 8	3 rd /4 th June	Thruxton	BARC
9 & 10	24 th /25 th June	Silverstone (GP)	BARC
11 & 12	8 th July	Oulton Park	BARC (NW)
13 & 14	2 nd /3 rd September	Donington	BARC
15 & 16	8/9 October	Silverstone (Int)	BARC

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

In classes with **four** or more competitors:

1st – 20, 2nd – 18, 3rd – 16, 4th – 15, 5th – 14, 6th – 13, 7th – 12, 8th – 11, 9th – 10, 10th – 9, 11th – 8, 12th – 7, 13th – 6, with all other finishers scoring 5 and all non-finishers scoring 3

In classes with **three** or less competitors:

1st – 10, 2nd – 9, 3rd – 8 and all non-finishers scoring 3

1.6.2 The totals from all qualifying Events run will determine final Championship points and positions.

1.6.3 Ties shall be resolved using the formula in (W) 1.3.4, in the current MSA Yearbook.

1.6.4. Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full points scoring round.

- 1.6.5. Competitors not registered for the Championship may be permitted on an individual round basis and:
- (a) will be deemed "Guest Competitors"
 - (b) will not score points and for the purpose of points scoring will be ignored
 - (c) will be allowed to take their place on the podium and qualify for any Event awards
 - (d) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.

1.7 AWARDS:

1.7.1 All awards are to be provided by the Organisers

1.7.2 Per Event: A garland will be presented to the winner of each race

1.7.3 Championship: A trophy will be awarded to the overall Championship winner

1.7.4 Presentations:

Awards will be presented at the end of each Event and/or at the end of the Championship at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.5 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.

1.7.6 Title to all Trophies:

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

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.13 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 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.

2.3 QUALIFICATION PRACTICE:

- 2.3.1. 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.
- 2.3.2. 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).

2.4. RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race ((Q) 5.4) in addition article 1.6.4 above applies.

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Standing start. The countdown procedure and audible warning sequence prior to the start of the race shall be:-

<u>Signal:</u>	<u>Instruction:</u>
I. 1 minute	Start engines and clear the grid.
II. 30 Seconds	Be prepared for start of Green Flag Lap
III. Green Flag	Complete one lap of the circuit and reform into grid positions
IV. 5 Seconds	The grid is complete
V. The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later to indicate the start of the race.	

- 2.5.3 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 pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per MSA Regulation Q12.13.2. In addition any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact
- 2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.6 SESSION RED FLAG

- 2.6.1 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.

- 2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.
- 2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q5.4 and Q5.5

2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 2.7.3 Pit lane: 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. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of an MSA Junior Race licence
- 2.7.4 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.
- 2.7.5 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

2.8 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 pit lane
- VI. place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy
- VII. Attend any podium presentation that may be required

2.9 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 D26.3)

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with (Q) 12.2.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which will be published in Final Instructions for the event.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

2.13 ONBOARD CAMERAS:

Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

3. SPECIFIC CHAMPIONSHIP REGULATIONS:

- 3.1.1 Where it is planned to hold two Championship races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race and the finishing order of the first race will set the grid for the second race. Non-finishers from the first race are entitled to start race 2 from the back of the grid, without penalty and in reverse order of retirement.
- 3.1.2 The standard minimum scheduled distance shall be 20 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points scoring round.
- 3.1.3 A driver may only race the car in which he/she set a Qualifying time no replacement cars are permitted.
- 3.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

4. PENALTIES:

All penalties will be in accordance with Section C of the current MSA Yearbook and these Regulations.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.3.

4.1.2 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 may invoke the provisions of Regulation C3.5.1 (c). However if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1 (c) need not be implemented.

4.2 All infringements of non-technical MSA Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the General Regulations of the MSA

4.3 Additional specific championship penalties:

4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.

4.3.2 Breaches of 2.7.5 will usually be dealt with by a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a "drive through" penalty during races.

4.3.3 Any Competitor excluded from the results of an Event will not be allowed to count the score as part of any dropped scores

4.3.4 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £10,000 or exclusion from part or all of the Championship.

4.3.5 The Clerk of the Course may impose a "Stop / Go" or "Drive through" penalty for a breach of regulations, in accordance with Q 12.6.

4.3.6 Any vehicle not carrying the mandatory Championship decals will be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement

5. TECHNICAL REGULATIONS

5.1 Introduction:

- 5.1.1 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 that you can do it, you should work on the principle that you cannot. The Championship is intended to provide close racing between drivers and not a technical challenge for preparation experts. If you are contemplating any modifications about which you are unsure, you can call upon the Eligibility Scrutineer for a decision. Any model BMW not listed in the regulations must refer to the Eligibility Scrutineer.
- 5.1.2 Technical Advisor for the Organisers will be Mark McLennan, who will advise and assist the Eligibility Scrutineer.

5.2 General Description:

- 5.2.1 The Kumho BMW Championship is for competitors participating in any series production based BMW Series production is defined as those models produced in Europe (or in the USA for Z3's only) for sale in Europe market to the general public as shown in sales brochures and obtained through the UK or European BMW dealer network. Left-hand drive versions of models as defined above may also be used. Vehicles falling outside the definition will be excluded from competition.

The Series will run in 4 classes. All forced induction engine vehicles will run in Class A, after power to weight has been established.

Class A1: Maximum 240 bhp per tonne (Slick & Wet tyres to be used)

Class A2: Maximum 240 bhp per tonne (Treaded & Wet tyres to be used)

Class B1: Maximum 210 bhp per tonne. Maximum 3.0L capacity engines. 3.2L capacity Standard engines will be permitted if the driver is a NOVICE driver, (Slick & Wet tyres to be used)

Class B2: Maximum 210 bhp per tonne. Maximum 3.0L capacity engines. 3.2L capacity Standard engines will be permitted if the driver is a NOVICE driver, (Treaded & Wet tyres to be used)

Class C: Maximum 185 bhp per tonne. Maximum 2.9L capacity engines only in Class C including E46 330i

Class CC: Maximum 215 bhp per tonne, E46 Compacts 325 with controlled subsidised parts and regulations

Class Inv.: Invitation class – Any BMW model at the discretion of the BMW RDC to include BMW Mini's (all cars must use Kumho Tyres max. 245/35/18")

- 5.2.2 Power Loggers / Accelerator Monitors – Compulsory determination of engine power

All power figures above refer to horsepower measured at the road wheels. Power will be measured using the Kumho BMW Championship Power Loggers / Accelerator Monitors which will be operated in accordance with the equipment manufacturer's specification & operating instructions. This unit measures during the qualification and races the applied power at the wheels.

If there is reason to doubt the correctness of placement in a particular class based on the results achieved and the lap times in particular, Eligibility Scrutineer & the Organisers Technical

Advisors can check the stated power and minimum weight of any car after the end of qualifying session or race by downloading the data from the Power Loggers / Accelerator Monitors. The driver must co-operate with the power check without any reservation. Competitors should be aware that it is their entire responsibility to ensure that the vehicle complies with the relevant power to weight ratio at all times.

The data received via the Power Loggers / Accelerator Monitors is the only data used to check compliance with the regulations. Data supplied by the drivers from rolling roads or Dyno's is not accepted.

The power logger must be pre-wired with a positive and negative lead and be operated by the ignitions master switch prior to the first race meeting, in order for the Organisers to fit the logger to the race car.

If the power and weight combination does not tally with the set power/weight ratio for this division the car is in breach of the regulations, this will be fully reported to the Championship BARC Eligibility Scrutineer & Clerk of the Course.

Any variance from the power to weight ratio figures used in the regulations will cause the car to be technically ineligible and penalties will be applied accordingly.

All race cars must provide the Eligibility. All drivers must provide a power figure to Trevor Ford by completing and returning the Specification Sheet for the vehicle which can be found at the back for the regulations, prior to attending their first race meeting and must be weighed accordingly.

Any changes to the race car throughout the season, it is the drivers responsibility to inform the Eligibility Scrutineer in writing.

5.2.4 Scales:

To establish the minimum car weight, an indicated tolerance of 5 kg applies to the scales used by the organisation.

5.2.5 Enforcement of regulations:

The Championship Eligibility Scrutineer, liaising with the Organisers Technical Advisor, will apply the regulation in every material respect and non-compliance for any reason will lead to either exclusion on points or disqualification from the qualifying / race and put at the back of the grid. The non-compliant penalty will be agreed by the Championship Eligibility Scrutineer, Clerk of the course and the Organisers Technical Advisors. Please note anything else outside our regulations, without prior notice to the Eligibility Scrutineer will be treated accordingly.

A car found to be ineligible for the championship must race only in the invitation class and no points scored until the vehicle conforms to the regulations.

5.3 Safety Requirements:

The following Articles of MSA Section K Safety Criteria Regulations will apply:
K1.6.1, K2.1.2, K3.1.1, K6, K8, K9 and K13

5.3.1 Club Safety Cameras:

The club will allocate a safety camera to allotted cars. These cameras will be solely used for monitoring driving & safety standards to include any decisional purposes as required.

5.3.2 Safety Harnesses:

In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment. In accordance with Q19.14.2

5.3.3 Seats:

It is strongly recommended that seats have side wings or side head restraints to take account of lateral forces.

5.4 General Technical Requirements & Exceptions:

All vehicles must comply with the relevant sections of the MSA Yearbook Sections J & Q (tech Regs), up and including Q19.15.4

5.5 Chassis:

Strengthening of the chassis in the interest of safety is recommended. Lightening or reducing the chassis strength is prohibited. The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness & contour. The Chassis is defined as manufacturer's body shell, wings, doors, roof & panels, except as defined in 5.6.1 and with the exception of raising the front inner wings on E30 M3 models to accommodate the use of 17" wheels.

5.6 Bodywork

5.6.1 All panels must remain as per the manufacturer's original material, construction, dimensions, shape and thickness on all exterior surfaces above and below the hub line.

5.6.2 Class A only - Fibreglass front wings and doors are permitted and must remain the same dimensions and shape as per the model of the original car.

5.6.3 Aero kits and body kits

Front under trays are permitted provided they do not extend further back than the front cross member.

Rear diffusers are not permitted in any shape or form.

Underside body shell contours must remain as production shell, and no aero devices are permitted on the underside of the body shell other than the fitting of standard BMW manufactured under trays.

Class A1 & A2 cars may be fitted with BTCC / WTCC body kits. Fibreglass may only be used for front wings and doors on Class A cars but must remain the same dimensions and shape as per the model of original car and must not extend beyond the maximum width of the vehicle or above the maximum height of any roof

Class B1/B2 & C; Fibreglass may only be used for front wings on Class B1/B2 & C cars but must remain the same dimensions and shape as per the model of origin

Class CC under permitted rules

Cars must use standard suspension pickup points.

Any vehicle with body kits fitted must be able to drive through a gap of 186cm measured at the wheels/tyres.

All models may use either BTCC type rear spoiler / E36 Super touring or E36 GT Type rear spoiler.

Please note no large "GT type" rear spoilers and refer to the blue book for positioning.

Bonnet Ventilation Only - The use of vents/grills in the sides of the bonnets for heat dissipation whilst retaining shape and form of original panels.

INTERIOR The original fascia must be retained in all classes. The replacement of the original instruments or the fitting of additional instruments is permitted, providing the new instruments or their surrounds entirely fill any voids left in the dashboard by the removal of the originals. All other interior trim may be removed providing the safety of the interior satisfies the requirements of MSA regulations. The driver's seat and steering wheel are competitors' option.

EXTERIOR All classes: Manufacturers original or aftermarket copy of original or any recognised on any particular model is allowed for that model. Competitors should receive the organiser's written approval before fitting anybody-kit other than the manufacturers. Alternative material acceptable under 'MSA' Regulations may be used on the bonnet and boot. Splitters, where fitted, must be no wider than the vehicle front profile and extend no more than 75mm from the vertical plane of the front valance. Clear Perspex windows are allowed in the side windows and rear windows only and must be installed to the Organisers satisfaction. Fibreglass front wings are allowed on E30 M3 cars.

Windows Class A1 & A2 only – May conform to MSA Regulation J5.20.8

SILHOUETTE The standard silhouette in all elevations must not be altered except as defined in "Exterior"

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 6cm.

5.6.4	GENERAL	No alterations other than those specified in 5 to 5.18 are permitted.
	INTERIOR	No alterations other than those specified in 5 to 5.18 are permitted.
	EXTERIOR	No alterations other than those specified in 5 to 5.18 are permitted.
	SILHOUETTE	No alterations other than those specified in 5 to 5.18 are permitted.
	GROUND CLEARANCE	No alterations other than those specified in 5 to 5.18 are permitted.

5.7 Engine:

5.7.1 PERMITTED MODIFICATIONS.

CLASS A1 & A2 Only - Alternative engines or internal engine parts are permitted to be fitted from one model to another with the provision that standard engine location points are used.

CLASS B1/B2, C & CC ONLY - The original type of engine for the model entered must remain as per the manufacturer's productions specification. The word TYPE is defined as being from the sump up to and including the casting for the head.

Value Gear, Camshafts and Pistons are Free.

With the provisions that the above is adhered to, engine modifications are unrestricted except as shown in 5.7.2

5.7.2 PROHIBITED MODIFICATIONS. A, B1/B2 and C CLASSES ONLY

Dry sump lubrication is prohibited.

LOCATION ALL CLASSES

The engine location, its mounting position and locating points, must remain as specified and supplied by the manufacturer for the particular model entered in the championship.

5.7.5 OIL/WATER COOLING ALL CLASSES

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

5.7.6 INDUCTION SYSTEMS A1, A2, B1/B2 and C CLASSES ONLY

Induction system is competitor choice. The use of super chargers or turbo chargers where specified as original equipment may be used.

Turbo Petrol engines and Turbo Diesel Max 2.0L allowed but must initially run Invitation Class for performance evaluation.

Carbon Airboxes are not permitted in Class C & CC

5.7.7 EXHAUST SYSTEMS ALL CLASSES

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

5.7.8 IGNITION SYSTEMS A1, A2, B1/B2, C and CC CLASSES ONLY

The types of ignition systems used are down to the choice of the competitor.

5.7.9 FUEL DELIVERY SYSTEM A1, A2, B1/B2, C and CC CLASSES ONLY

The fuel delivery system is of competitor choice

5.7.10 All race cars must be weighed after you have qualified regardless of laps completed. Any race car found to be under-weight beyond the tolerance of the scales of day, a non-compliant will be issued by the Scrutineer and a penalty applied. The penalty will be disqualification from the qualifying / race and put at the back of the grid for their next race. Only the driver is permitted in Parc Fermé & weight bridge area post qualifying and races unless with the permission of the Eligibility Scrutineer.

5.8 Suspension:

5.8.1 Suspension components are interchangeable from one model to another as long as the pick-up points remain the same.

5.8.2 PERMITTED MODIFICATIONS A1, A2, B1/B2, C and CC CLASSES ONLY

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 the front dampers, the top and bottom of the rear dampers and the anti-roll bars.

5.8.3 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 or nylatron type material.

5.8.6 WHEELBASE ALL CLASSES

Wheelbase must remain as per manufacturer's original specification for that particular model. Measurements will be taken by the hub

5.9. Transmissions:

5.9.1 PERMITTED MODIFICATIONS A1, A2, B1/B2 and C CLASSES ONLY

Gearboxes may be swapped from model to model. Mounting and Location points must be used as intended by the manufacturer.

5.9.2 PROHIBITED MODIFICATIONS ALL CLASSES

a) The fitting of sequential gearboxes to vehicles in which they were not originally available.

b) The use of non-BMW parts and/or ratios, which did not appear in the production version of the gearbox in question.

c) Re-location of the gearbox or final drive from its original position as specified by the manufacturer for that particular model.

d) The fitting or use of traction control and/or launch control systems are prohibited unless fitted as standard on the original vehicle

5.9.3 TRANSMISSION FINAL DRIVE RATIOS. A1, A2, B1/B2 and C CLASSES ONLY

Only casings and ratios found in original production BMW models can be used.

5.10 **Electrics:** ALL CLASSES

5.10.1 EXTERIOR LIGHTING

All classes will have fully operational headlights, tail lights, rear indicator lights, rear hazard lights and brake lights which conform to the original construction and use regulations as obtained by the manufacturer.

5.10.2 REAR FOG LIGHTS

All classes will have fully operational fog lights as laid down in the manufacturer's construction and use regulations. (in the case of the vehicle only having one fog light, then this must be in the centreline, if the vehicle is to run the fog lights in the std. location, then there needs to be a pair)

5.10.3 BATTERIES

In all classes the battery location and type is free provided that its type and location conforms to section J5.14 of the "MSA" Yearbook

5.10.4 GENERATORS The alternator must remain within the engine compartment and must remain fully operational at all times

5.11 **Brakes:**

5.11.1 PERMITTED MODIFICATIONS A1, A2, B1/B2, C and CC CLASSES ONLY

All braking components are competitor's choice.

The fitting of Aeroquip brake pipes and removal of the back plates is permitted.

5.11.2 PROHIBITED MODIFICATIONS

All items must still conform to the construction and use regulations as laid down and obtained by the manufacturer. Composite/ceramic brake disc materials are prohibited.

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

5.12 **Wheels/Steering:**

5.12.1 PERMITTED OPTIONS

Wheel diameter: Class A, 18", 17" & 15",
 Class B1/B2, 18", 17" & 15"
 Class C, 17" & 15"
 Class Inv., maximum 18"

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

KUMHO BMW RDC - 2016 TYRE FITMENT BY CLASS

CLASS	DRY/ WET	TYRE SIZE/TYPE - COMPOUND	DIAMETER	SECTION WIDTH	TREAD WIDTH	OPTIMUM RIM	RIM LIMITS
CLASS A1	DRY	215/615 R17 S700 - K80	612mm	232mm	220mm	8.0"	7.5" - 9.0"
	WET	215/615 R17 W700 - K22	616mm	232mm	215mm	8.0"	7.5" - 9.0"
	DRY	245/645 R18 S700 - K80	643mm	254mm	245mm	9.5"	9.0" - 10.5"
	WET	225/635 R18 W700 - K22	635mm	240mm	234mm	9.0"	8.0" - 9.5"
CLASS A2	DRY	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
	WET	215/615 R17 W700 - K22	616mm	232mm	215mm	8.0"	7.5" - 9.0"
	DRY	245/35 R18 V70A - K91	624mm	251mm	234mm	8.5"	8.0" - 9.5"
	WET	225/635 R18 W700 - K22	635mm	240mm	234mm	9.0"	8.0" - 9.5"
CLASS B1	DRY	215/615 R17 S700-K80	612mm	232mm	220mm	8.0"	7.5" - 9.0"
	WET	215/615 R17 W700-K22	616mm	232mm	215mm	8.0"	7.5" - 9.0"
CLASS B2	DRY	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
	DRY	245/40 R17 V70A - K91	624mm	252mm	234mm	8.5"	8.0" - 9.5"
	WET	215/615 R17 W700 - K22	616mm	232mm	215mm	8.0"	7.5" - 9.0"
	DRY	245/35 R18 V70A - K91	624mm	251mm	234mm	8.5"	8.0" - 9.5"
	DRY	265/35 R18 V70A - K91	637mm	263mm	249mm	9.0"	9.0" - 10.0"
	WET	225/635 R18 W700 - K22	635mm	240mm	234mm	9.0"	8.0" - 9.5"
CLASS C	DRY	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
	WET	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
CLASS D	DRY	205/50 R15 V70A - K91	583mm	207mm	186mm	6.5"	6.0" - 8.0"
	WET	205/50 R15 V70A - K91	583mm	207mm	186mm	6.5"	6.0" - 8.0"
CLASS CC	DRY	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
	WET	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"

5.12.2 PROHIBITED OPTIONS ALL CLASSES

All steering components and internals will be of BMW manufacture except as shown in 5.12.1 and 5.6.1

5.13 Tyres:

5.13.1 SPECIFICATIONS - Treaded tyres only Kumho 1C

5.13.2 NOMINATED MANUFACTURER

Class A1 & B1 only: - Slick Kumho (S700)

Class A1/A2 and B1: - Wet Kumho (W700) are to be used for the Championship. It is the sole responsibility of the competitor to judge if the track is wet enough to use wet tyres on one or both axles.

For Classes B2, C/CC & D only: The control tyres for the Championship are KUMHO Ecsta V700 with the compound mark K90, K91 in an ellipse, which is moulded into the sidewall. All other compounds are prohibited. Tyres may be tested with a durometer.

All new Kumho Tyres will be branded by Protyre

5.13.3 It is not permitted to alter the pattern of the control tyres by cutting.

5.13.4 Tyres must not be worn below the wear markers of 1.6mm. If the tyres are used during qualifying and/or races that are worn below the wear markers the race car will be deemed Ineligible

5.14 Weights:

Weight is defined as the whole vehicle, with the driver in full racing kit, at the end of each qualification/ race entered. All race cars must be weighed after you have qualified regardless of laps completed. If any race car is underweight, a non-compliant will be issued by the Scrutineer. Any race car found to be under-weight beyond the tolerance of the scales of day, a non-compliance will be issued by the Scrutineer and a penalty applied. The weighbridge of the day will either be the circuit weighbridge which will be considered to be 100% accurate or the Organisers scales which will have a tolerance of 5kg. The penalty will be disqualification from the qualifying / race and put at the back of the grid.

5.14.1 The Organisers will issue confirmation of the race car minimum weight for the forthcoming season. This will be in the log book for race car start of the season but will change throughout the race meetings.

5.14.2 Only the driver is allowed in Parc Fermé & weight bridge area post qualifying and races.

5.15 Fuel Tank/Fuel:

5.15.1 CLASS A, B, C & CC Fuel tank size and type is of competitor choice but must conform to regulations contained in the current MSA Yearbook

5.15.2 CLASS A1/A2, B1/B2, C & CC Where a replacement tank is fitted it must be mounted in the boot and the original must be removed, at all times it must conform to the regulations in the current MSA Yearbook

5.15.3 ALL CLASSES Regular pump fuel as defined in MSA Yearbook.

5.16 Silencing:

All classes must comply with MSA Yearbook J5.17 and with the restrictions laid down in the Road Traffic Act.

5.17 Numbers/Decals:

5.17.1 To be eligible to compete in a Championship race and obtain points, it is mandatory to display (subject to availability):

- a) BARC Shield on each side of the vehicle
- b) All Sponsors' decals (as instructed by the Championship Co-ordinator)
- c) Class identifier alongside the competition number (these will be provided by the BMWRDC)
- d) Rear screen sponsors decals

5.17.2 Competition numbers will be supplied by the BMWRDC in must be fitted in accordance with Q11.4. Championship decals will be supplied by the Title sponsor, tyre supplier and/or any other sponsor and/or the Organisers.

5.18 Miscellaneous:

5.18.1 The eligibility scrutineer/organisers reserve the right to inspect any vehicle at any time and this will be carried out in the scrutineering bay. They also reserve the right within the general regulations of the MSA Yearbook to strip or seal any part or parts of a vehicle. The competitor will bear all cost of such an inspection. If the vehicle is found to be outside the regulations for the class entered it will lead to exclusion from the results of that event and the loss of Championship points scored to that date, the eligibility scrutineer/organisers reserve the right to report any such competitor to the "MSA".

5.18.2 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.

5.18.3 It is the competitor's responsibility to ensure that the vehicle entered complies with the regulations for the championship, 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 from the championship.

5.18.4 Competitors who wish to change their class will only be permitted to do this once in each championship year. Having changed, no change back or to any other class is allowed. The competitor's points cannot be transferred to the new class

5.18.5 In addition to Q19.1.3, it is strongly recommended that all cars must, wherever 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 scheme.

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.

6. TECHNICAL REGULATIONS

Class D 318is:

Model	Engine	BHP per Tonne	Max Calliper Pistons	Max Brake Disc Diameter	Engine Modification
E36 318is	M42 & M44	135 bhp	1	286 mm Standard brakes of BMW Manufactured	Standard
E36 318ti COMPACT	M42 & M44	135 bhp	1	286mm	Standard
Z3	1.9 M44	135 bhp	1	286mm	Standard
E30 318is	M42 & M44	135 bhp	1	286mm	Standard

Note: Minimum weight on all models is 1100 kg, weights are INCLUSIVE OF DRIVER in full racing kit (see 5.14.)

6.1 Class D 318is will also require Power Loggers / Accelerator Monitors –

6.1.1 Compulsory determination of engine power

All power figures above refer to horsepower measured at the road wheels. Power will be measured using the Kumho BMW Championship Power Loggers / Accelerator Monitors which will be operated in accordance with the equipment manufactures specification & operating instructions. This unit measures during the qualification and races the applied power at the wheels.

If there is reason to doubt the correctness of placement in a particular class based on the results achieved and the lap times in particular, Eligibility Scrutineer & the Organisers Technical

Advisors can check the stated power and minimum weight of any car after the end of qualifying session or race by downloading the data from the Power Loggers / Accelerator Monitors. The driver must cooperate with the power check without any reservation. Competitors should be aware that it is their entire responsibility to ensure that the vehicle complies with the relevant power to weight ratio at all times.

The data received via the Power Loggers / Accelerator Monitors is the only data used to check compliance with the regulations. Data supplied by the drivers from rolling roads or Dyno's is not accepted.

The power logger must be wired up and be operated by the ignitions master switch prior to the first race meeting, in order for the Organisers to fit the logger to the race car.

If the power and weight combination does not tally with the set power/weight ratio for this division the car is in breach of the regulations, this will be fully reported to the Championship Eligibility Scrutineer & Clerk of the Course.

Any variance from the power to weight ratio figures used in the regulations will cause the car to be technically ineligible and penalties will be applied accordingly.

All race cars must provide the Eligibility. All drivers must provide a power figure to Trevor Ford by completing and returning the Specification Sheet for the vehicle which can be found at the back for the regulations, prior to attending their first race meeting and must be weighed accordingly.

Any changes to the race car throughout the season, it is the drivers responsibility to inform the Eligibility Scrutineer in writing.

Scales:

To establish the minimum car weight, an indicated tolerance of 5 kg applies to the scales used by the Organisers.

6.1.2 Enforcement of regulations:

The Championship Eligibility Scrutineer, liaising with the Organisers Technical Advisor, will apply the regulation in every material respect and non-compliance for any reason may lead to exclusion.

6.2 **Safety Requirements:**

The following Articles of MSA Section K Safety Criteria Regulations will apply:
K1.6.1, K2.1.2, K3.1.1, K6, K8, K9 & K13

6.3 **Club Safety Cameras:**

The club will allocate a safety camera to allotted cars. These cameras will be solely used for monitoring driving & safety standards to include any decisional purposes as required.

6.4 **Safety Harnesses:**

In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment in accordance with K2.1.3.

6.5 **Seats**

It is strongly recommended that seats have side wings or side head restraints to take account of lateral forces.

6.6 **General Technical Requirements & Exceptions:**

All vehicles must comply with the relevant sections of the MSA Yearbook section J

6.7 Chassis:

Strengthening of the chassis in the interest of safety is recommended. Lightening or reducing the chassis strength is prohibited. The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness & contour.

Chassis is defined as manufacturer's body shell, wings, doors, roof & panels, except as defined in 5.6.1.3.

6.8 Bodywork

GENERAL All panels must remain as per the manufacturer's original material, construction, dimensions, shape and thickness on all exterior surfaces above and below the hub line, except as detailed in 5.6.1.3

6.9 CLASS D 318is – Standard bodywork. Metal bonnet and metal boot only. Boot spoiler allowed. Metal bonnets and metal boot maybe lighten by removing the re-enforcing sections.

INTERIOR The original fascia must be retained in all classes. The replacement of the original instruments or the fitting of additional instruments is permitted, providing the new instruments or their surrounds entirely fill any voids left in the dashboard by the removal of the originals. All other interior trim may be removed providing the safety of the interior satisfies the requirements of MSA regulations. The driver's seat and steering wheel are competitors' option.

EXTERIOR All classes: Manufacturers original or any recognised (i.e. Hartge, Zender, Schnitzer etc.) body-kit on any particular model is allowed for that model. Competitors should receive the organiser's written approval before fitting anybody-kit other than the manufacturers. Clear Perspex windows are allowed in the side windows and rear windows only and must be installed to the Organisers satisfaction.

GENERAL	No alterations other than those specified in 5 to 5.18 are permitted.
INTERIOR	No alterations other than those specified in 5 to 5.18 are permitted.
EXTERIOR	No alterations other than those specified in 5 to 5.18 are permitted.
SILHOUETTE	No alterations other than those specified in 5 to 5.18 are permitted.
GROUND CLEARANCE	No alterations other than those specified in 5 to 5.18 are permitted.

6.10 Engine:

E36 318is M42 & M44 engines, *

Standard BMW M42 & M44 Engines, Z3, 4 door versions, E30 318is & E36 COMPACT 318ti no modifications permitted. As per BMW Manufactured

6.11 Engine must be standard as from BMW at manufacture. The induction system must retain the standard air flow meter & throttle body. No mechanically force induction is allowed. The standard exhaust manifold must be retained & not modified in any way but the remaining of the system in unrestricted but refer to 5.7.7. The standard sump may have baffles fitted to prevent oil starvation. No other sump modifications are permitted.

6.12 LOCATION:

The engine location, its mounting position and locating points, must remain as specified and supplied by the manufacturer for the particular model entered in the championship.

6.13 OIL/WATER COOLING:

The fitting of an oil cooler and modification of the cooling system is permitted. Water cooling systems are to remain in the position originally supplied or as a manufacturer's option for that particular model.

6.14 EXHAUST SYSTEMS:

Exhaust systems must comply with the silencing regulation as laid down in the "MSA" yearbook

6.15 Suspension:

6.15.1 Adjustable shock absorbers may be fitted provided there is only one manual mechanical damping adjustment & there are no remote reservoirs. Coil over suspension kits are allowed. Competition suspension advised to be used. Upgraded anti-roll bar allowed. Front & rear suspension bushes can be replaced by nylon bushes.

6.15.2 Adjustable rear trailing arms maybe used

6.16 WHEELBASE

Wheelbase must remain as per manufacturer's original specification for that particular model. Measurements will be taken by the hub

6.17 TRANSMISSION:

6.17.1 **CLASS D 318is only;** five speed gearbox supplied with car can be used. Auto gearbox can only be used at the discretion of the BMW Racing Drivers Club

6.17.2 Clutches and flywheels are free

6.17.3 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

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

6.18 CLASS D 318is; No Limited Slip Diff's allowed of any type

6.19 Electrics:

6.19.1 EXTERIOR LIGHTING

All classes will have fully operational headlights, tail lights, rear indicator lights, rear hazard lights and brake lights which conform to the original construction and use regulations as obtained by the manufacturer.

6.19.1 REAR FOG LIGHTS All classes will have fully operational fog lights as laid down in the manufacturers construction and use regulations. (in the case of the vehicle only having one fog light, then this must be in the centreline, if the vehicle is to run the foglights in the std location, then their needs to be a pair)

6.19.2 BATTERIES In all classes the battery location and type is free provided that its type and location conforms to section J5.14 of the MSA Yearbook

6.19.3 GENERATORS The alternator must remain within the engine compartment and must remain fully operational at all times

6.19.4 ECU's must be standard.

The manufacturer's standard ignition systems and ECU equipment must be retained. ECU re-mapping and chipping is not permitted. It is not permitted to fit a "piggy back" ECU or an alternative ECU for the purposes of altering the mapping.

The Championship Eligibility Scrutineer reserves the right to remove the ECU from the Car for inspection at any time. Also, ECU's may be impounded at any time by the Championship Eligibility Scrutineer or his nominated representative for inspection at a later date.

The Championship Organisers retain the right to request the fitment of data acquisition before qualifying or a race at any Championship meeting or at any Official Test day.

6.20 Brakes

6.20.1 Front & Rear brakes to be retained as standard upgrade of disc & disc brakes pads is allowed. Braided brake hoses may be used. You must retain the original standard size. 286mm

6.20.2 PROHIBITED MODIFICATIONS

All items must still conform to the construction and use regulations as laid down and obtained by the manufacturer.

6.20.3 PROHIBITED MODIFICATIONS

All items must still conform to the construction and use regulations as laid down and obtained by the manufacturer.

6.20.4 All race cars must have operational handbrake as supplied standard BMW Manufacture.

6.21 Wheels/Steering:

6.21.1 PERMITTED OPTIONS for class D

Construction and material is free

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

Maximum Wheel Width	Maximum Wheel Dia.	Maximum Tyre Width	Aspect Ratio
8"	15"	205mm	50

6.21.2 PROHIBITED OPTIONS

All steering components and internals will be of BMW manufacture

6.22 Tyres:

6.22.1 SPECIFICATIONS - Treaded tyres only

6.22.2 NOMINATED MANUFACTURER

The control tyres for the Championship are KUMHO Ecsta V700 with the compound mark K90, K91 in an ellipse, which is moulded into the sidewall. All other compounds are prohibited. Tyres may be tested with a durometer.

6.22.3 It is not permitted to alter the pattern of the control tyres by cutting.

6.23 Weights:

All race cars must be weighed after you have qualified regardless of laps completed. Any race car found to be under-weight beyond the tolerance of the scales of day, a non-compliant will be issued by the Scrutineer and a penalty applied. The penalty will be disqualification from the qualifying / race and put at the back of the grid.

6.24 Fuel: Regular pump fuel as defined in "MSA" Yearbook **J5.13**.

6.24.1 Fuel tank standard. Location Standard

6.25 Silencing:

All classes must comply with "MSA" Yearbook **J5.17** and with the restrictions laid down in the Road Traffic Act.

6.26 Numbers / Decals:

- 6.26.1 To be eligible to compete in a Championship race and obtain points, it is mandatory to display (subject to availability):
- a) BARC Shield on each side of the vehicle
 - b) All Sponsors' decals (as instructed by the Championship Co-ordinator)
 - c) Class identifier alongside the competition number (supplied by the Organisers)

6.26.2 Competition numbers will be obtained at the competitor's expense. Championship decals will be supplied by the Title sponsor, tyre supplier and/or any other sponsor and/or the Organisers. See 5.17 for placement.

6.27 Miscellaneous:

6.27.1 The eligibility Scrutineer/organisers reserve the right to inspect any vehicle at any time, this will be carried out in the Scrutineering bay. They also reserve the right within the general regulations of the "MSA" Yearbook to strip or seal any part or parts of a vehicle. The competitor will bear all cost of such an inspection. If the vehicle is found to be outside the regulations for the class entered it will lead to exclusion from the results of that event and the loss of Championship points scored to that date, the eligibility Scrutineer/organisers reserve the right to report any such competitor to the "MSA".

6.27.2 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.

6.27.3 A copy of the Vehicle Specification sheet must also be in the possession of the eligibility Scrutineer before the first race entered. Failure to do so will render the vehicle ineligible. Vehicle photographs with body-kits as intended to be used in competition must be included.

6.27.4 In the case of original BMW Manufactured parts not being sold on the open market within the UK, competitors should check with the eligibility Scrutineer/organisers before purchase and fitting to a vehicle.

6.27.5 It is the competitor's responsibility to ensure that the vehicle entered complies with the regulations for the championship, 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 from the championship.

6.27.6 Competitors who wish to change their class will only be permitted to do this once in each championship year. Having changed, no change back or to any other class is allowed. The competitors point cannot be transferred to the new class

6.27.7 In addition to Q19.1.3, it is strongly recommended that all cars must, wherever 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 scheme.

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.

7. APPENDICES

7.1 Race Organising Club and Contacts:

Co-ordinator: David Wheadon
BARC, Thruxton Circuit, Andover, Hampshire SP110 8PN
Tel: 01264 882200
Fax: 01264 882233
E-mail: dwheadon@barc.net

Eligibility Scrutineer: Jeff Nixon
Proglaze, Unit One, The Aerodrome, Watnall Road, Hucknall NG15 6EN
Tel: (w) 07785 352605
(h) 01159 631749 (Do not call after 22:00)

Drivers Rep: Trevor Ford
27 Cranbrook Drive, Esher, Surrey KT10 8DW
Tel: 07710 493953 (Do not call after 22:00)
E-mail: trevor@bmwrdc.com

7.2 Commercial Undertakings:

7.2.1 All drivers are required to be members of the BMW Racing Drivers Club and the BARC

7.2.2 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 Championship Sponsor/s must first seek the approval of the BARC Championship Co-ordinator prior to the appearance of the vehicle at its first meeting of the season. Any decision that is made by the BARC Championship co-ordinator in this respect shall be at his/her discretion and shall be final.

7.2.3 Any competitor who is subsequently found to be in breach of 6.2.1 shall immediately forfeit any Championship points or prize money that may otherwise have been won until the situation is rectified to the satisfaction of the BARC Co-ordinator

7.2.4 Overall Patches: As instructed by Championship Co-ordinator

7.2.5 Should a competitor bring the Championship into disrepute, their membership of the BARC and their entry into the Championship will be suspended.

7.3 Driving Standards

The Organisers are determined to see that these regulations are enforced. Carl Ford & Kevin Plant is retained to act as a Driving Standards Advisors on behalf of the Organisers. He may also be supplemented by others from time to time. They will be working with meeting organisers and will investigate all on track incidents, 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 MSA 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. They are empowered to apply penalties in three categories.

- i) Driving in a manner which is considered careless by the Organisers DSA - to be penalised by written warning. Two written warnings in six meetings will cause a yellow card to be issued.

- 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 the issuing of a red card
- v) A red card will cause the 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 BARC 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 BARC membership will mean that the competitor is ineligible to compete in the championship during the period of suspension.

Any driver who receives points on their licence from the Clerk of the Course will have the same number of points deducted from their championship 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.

7.4 Technical Scrutineering:

The Organisers are determined to see that technical regulations are enforced. If you are asked to make changes to your vehicle, it will be to ensure that it complies with the technical regulations as written. Failure to comply with an order to make changes will cause the suspension of membership from BARC for a period of one race meeting that will count as a points scoring round with a zero points score. Do not expect to race if your vehicle is in breach of the technical regulations of this championship.

We will nominate people to work with the MSA 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 will cause the suspension of membership from BARC for a period of one race meeting which will count as a points scoring round with a zero points score.

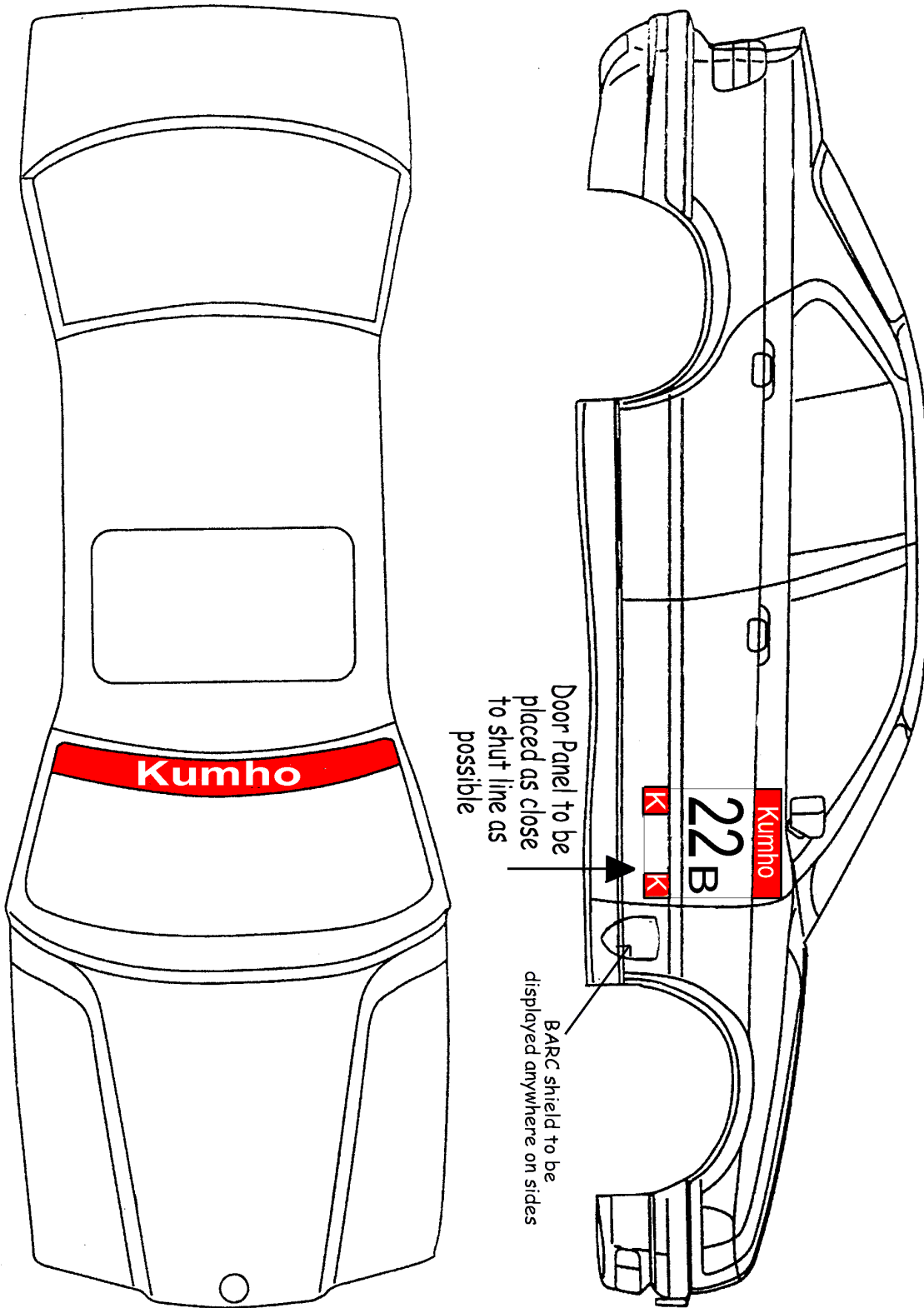
The penalty will be disqualification from the qualifying / race and put at the back of the grid for their next race.

7.5 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 championship 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 BARC, which would in turn render you ineligible to race. Please assist us by ensuring that this does not occur.

Kumho BMW Championship

7.6 Sponsors Decal Placement (see 5.17 & 6.26)



2017 KUMHO BMW CHAMPIONSHIP

8.1 REGISTRATION FORM

Please complete in capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL (DAY): _____ (EVE): _____

AGE: _____ DATE OF BIRTH: _____

E-MAIL: _____

NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: _____ (Compulsory)

NAME OF ENTRANT: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL (DAY): _____ (EVE): _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

CAR: **BMW** MODEL: _____ CC: _____

BHP: _____ WEIGHT (KG): _____

CLASS ENTERED

CLASS A CLASS B CLASS C CLASS D CLASS INV

PREFERRED COMPETITION NUMBER: _____

(Subject to availability)

PLEASE COMPLETE REVERSE OF FORM

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the 2017 KUMHO BMW CHAMPIONSHIP and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the Organisers as detailed below.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED WITH THE FEE AND THE VEHICLE SPECIFICATION SHEET TO:

Trevor Ford, 27 Cranbrook Drive, Esher, Surrey KT10 8DW

Discount fee - Registration fee of £225 available until 9th January 2017

PRIOR TO THE FIRST RACE ENTERED

FOR OFFICIAL USE ONLY
REGISTRATION FEE - £250 OR £75 PAYABLE TO: BMW Racing Drivers Club
DATE RECEIVED:
DATE REGISTRATION CARD SENT:
COMPETITION NUMBER ALLOCATED:

2017 KUMHO BMW CHAMPIONSHIP

8.2 SPECIFICATION SHEET FOR VEHICLE

Please send this copy with the Registration Form and Fee to:

Trevor Ford, 27 Cranbrook Drive, Esher, Surrey KT10 8DW

This form must be completed in full and have a photo attached. Any unanswered or TBA answered items will result in the return of registration.

Entrant / Driver: _____ Championship No: _____

Class Entered: _____ Vehicle Model No: _____ No of Doors: _____

Declaration of BHP

BHP : _____ Min Weight: _____

Chassis No: _____ Engine No: _____

Engine capacity: _____ Carb or inject: _____

Number of cylinders: _____ Number of valves per cylinder: _____

Type of engine management: _____ Firmware no (if aftermarket): _____

Vehicle colour: _____ Make of body kit if fitted: _____

The information above is to the best of my knowledge is accurate.

Driver Signature: _____ **Date:** _____