

KUMHO TYRE



2018 KUMHO BMW CHAMPIONSHIP

SPORTING & TECHNICAL REGULATIONS,
COMMERCIAL UNDERTAKINGS
REGISTRATION FORM & SPECIFICATION SHEETS

Published Copy



An MSA Recognised Racing Championship Organised By:
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2018 KUMHO BMW CHAMPIONSHIP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The KUMHO BMW CHAMPIONSHIP is organised by the British Automobile Racing Club Ltd (BARC) and administered on their behalf by the BMW Racing Drivers Club in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporation the provision of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

MSA Championship Permit No: **CHR2018 / R016**
Race Status: **National B**
MSA Championship Grade: **C**

1.2 Officials:

1.2.1	Co-ordinator:	David Wheadon	BARC
1.2.2	Licensed Eligibility Scrutineer:	Jeff Nixon	BARC
1.2.3	Championship Stewards:	Dale Wells Dennis Carter Pat Blakeney Guy Woodward Mark McLennan	BARC BARC BARC BARC BMWDC

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	Championship Drivers Representative:	Trevor Ford
	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 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 and when asked to by the Eligibility Scrutineer. 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 **£225**, invitation class **£75**, cheques made payable to: **'BMW Racing Drivers Club'**
- 1.4.3 Registration numbers issued will be the permanent Competition numbers for the Championship season.
- 1.4.4 At the discretion of the BARC and the BMWRDC, guest/celebrity & invitation drivers may be permitted or engaged to drive in certain championship races. Such drivers will not score championship points and need not comply with the membership requirements of regulation 1.3.2. In the case of a guest/celebrity driver, the vehicle must still comply with relevant class regulations in respect of power and weight. A guest and invitation driver may only drive in a maximum of six races during a season. At all times, such drivers will drive cars numbered from 85 upwards, irrespective of the class that the car complies with. Please note there will be a £75 admin fee to be paid.

1.5 Championship Rounds:

The 2018 KUMHO BMW CHAMPIONSHIP will be contested over 16 Rounds as follows:

<u>Date:</u>	<u>Circuit</u>
April 1/2	Brands Hatch, Indy
May 12/13	Silverstone, G.P.
June 2/3	Donington, G.P.
June 23	Oulton Park, International
July 7/8	Thruxton
August 4/5	Snetterton, '300'
September 22/23	Rockingham, ISSC
October 6/7	Silverstone, International

- 1.5.1 In accordance with MSA regulation **D11.1**, the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Scoring:

- 1.6.1 Points will be awarded to Competitors listed as **starters or classified finishers** in the Final Results as follows: -
In each class with 4 or more competitors: 20,18,16,15,14,13,12,11,10, 9, 8, 7, 6, all other finishers 5, non-finishers 3.
In each class with 3 or less competitors: 12, 10, 9 non finishers 3.

Invitation drivers or any competitors who are disqualified from the race will not be awarded point towards overall championship. Disqualified competitors will be classed as a starters.

- 1.6.2 The totals from all qualifying Events run will determine final Championship points and positions. Two drop race will be your best 14 races out of 16 races will count towards the final championship points. This will mean that a drivers lowest point finish of the season will be dropped.
- 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. SPORTING REGULATIONS - CHAMPIONSHIP RACE 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:-

Signal:

- I. 1 minute
- II. 30 Seconds
- III. Green Flag
- IV. 5 Seconds

Instruction:

- Start engines and clear the grid.
- Be prepared for start of Green Flag Lap
- Complete one lap of the circuit and reform into grid positions
- 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 pitlane 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.
- 2.7.2 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
- 2.7.3 Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 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.

2018 KUMHO BMW CHAMPIONSHIP

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 championship hopes to accommodate all types of BMWs. 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 7 classes. All forced induction engine vehicles will run in Class A, after power to weight has been established.

Class A1:

Up to **285** bhp per tonne (Slicks & Wets Tyres to be used) no minimum weight

Class A2:

Up to **245** bhp per tonne (Slicks & Wets Tyres to be used) no minimum weight

Class A3:

Up to **220** bhp per tonne (Treaded Tyres & Wets Tyres to be used) no minimum weight

Class B1:

Up to **210** bhp per tonne. Maximum 3.0L capacity engines. (Slicks & Wets Tyres to be used) no minimum weight

Class B2:

Up to **210** bhp per tonne. Maximum 3. (Treaded Tyres & Wets Tyres to be used) no minimum weight

Class C:

Up to **190** bhp per tonne. Up to 3.ltr capacity engines only in Class C including E46 330i, No M3 cars, All cars to use standard Air Box (Treaded Tyres & Wets Tyres to be used) no minimum weight

Class CC:

Up to **220** bhp per tonne. E46 Compacts 325, Minimum weight 1250kg, no MOT required and steering lock removed (Treaded Tyres & Wets Tyres to be used)

Class D:

Up to **145** bhp per tonne. Up to 2 ltr E30s, Z3 E36s, no minimum weight (Treaded Tyres & Wets Tyres to be used)

Class E:

Up to **145** bhp per tonne. Standard BMW minis (Treaded Tyres & Wets Tyres to be used) no minimum weight

Class Inv: Invitation class – Any BMW model at the discretion of the BMW RDC (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 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 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 dully 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 an estimated power figure to Trevor Ford at the BMWRDC 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 either a BMWRDC committee member or Eligibility Scrutineer in writing.

5.2.3 **Scales:**

To establish the minimum car weight, an indicated tolerance of 5 kg applies to the scales used by the organisation. Nominated 'Scales of the day' will be selected by Eligibility Scrutineer

5.2.3 **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 of 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 & 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:

ALL CLASSES - Strengthening of the Chassis in the interest of Safety is recommended, Reducing the chassis strengthen by lightening is prohibited, chassis is defined as manufacturers body shell, wings, doors, roof and panels with exception to.

5.5.1 Raising front inner wings on E30 M3

5.5.2 ALL CLASSES – The boot floor may be modified to ease the fitment of fuel tanks and exhaust systems

5.5.3 Wheel arches maybe locally modified / reformed to ease the fitment of larger wheels and tyres

5.5.4 CLASS A's ONLY – GRP, Carbon / Fiberglass roofs allowed

5.5.5 The front bulkhead must comply with the blue book

5.5.6 Class As, Bs & C – May use GPP, Carbon, fiberglass front wings, bonnets, doors and boot lids

5.6 Bodywork:

ALL CLASSES – all panels must remain as per manufacturers original material, construction, dimensions, shape and thickness on all exterior surfaces above and below the hub line, except – reference to 5.5.1 regulations to 5.5.6

5.6.2 Aero kits and bodykits and windows

- Front undertrays are permitted provided they do not extend further back than the front cross member
- Front splitter extend forward 100mm. refer to the blue book
- No rear diffusers

CLASS As ONLY – All bodykits allowed to a maximum width of 1900mm

ALL CLASSES –

- Underside bodyshell contours must remain as production, no aero devices are permitted on the underside of the body, except for front under trays
- Rear spoilers are free, refer to the blue book for positioning
- Cars must use standard suspension pickup points.

Class B1/B2 & C Fiberglass & GRP may only be used for front wings, bonnets, boots and doors on Class B1/B2 & C cars but must remain the same dimensions and shape as per the model of original car.

CLASS CC – cars may be fitted with front splitters is to be designed and made by PrepnLay Race Team and will be available at cost with all fittings in either Carbon, Fibreglass or plywood. Rear spoiler is free but must not be wider or taller than the car body shape.

Class D: 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.

INTERIOR The original fascia must be retained in all classes. The replacement of the original instruments or the fitting of additional instruments is permitted. 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. 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 A's cars only – Must 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: ALL CLASSES 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 A's cars Only - Alternative engines or internal engine parts are permitted to be fitted from one model to another.

CLASS B1/B2, C, CC, D & E 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.

CLASS CC & D 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. The standard sump may have baffles fitted to prevent oil starvation. No other sump modifications are permitted.

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

No stroker Cranks
Dry sump lubrication is prohibited.

LOCATION ALL CLASSES

The engine location, its mounting position and locating points, must remain as specified 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, D & E

- 5.7.7 EXHAUST SYSTEMS ALL CLASSES
Exhaust systems must comply with the silencing regulation as laid down in the "MSA" yearbook All exhausts and exhausts manifold are free and catalytic converter can be removed
- 5.7.8 IGNITION SYSTEMS ALL CLASSES
The types of ignition systems used are down to the choice of the competitor.
- 5.7.9 FUEL DELIVERY SYSTEM ALL CLASSES
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 in Parc Fermé & weight bridge post qualifying and post race.

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. Original subframe locations is the mounting where the suspension pick up point is on the Chassis
- 5.8.2 PERMITTED MODIFICATIONS As / Bs and C 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 permitted.
- 5.8.3 Class As - Diff cradle camber arm location point may be lowered on E36 and E46 models

CLASS CC

Dampers PSS9/10 Bilstein coilover kit Top mounts
Standard or K-Mac Stage 3 as per parts list
Springs Front Approved Race spring make, rate and length - Rear Approved Tri rate coil spring
Antiroll bars to remain standard non-adjustable diameters F-27mm R-19mm
Superpro ARB bushes can be used as supplied
Front lower arm bushes can be offset with Superpro or kept as standard
Standard style length and diameter ARB links – no modified or adjustable versions
Upper front and rear strut bars can be added

- 5.8.4 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 A's / B's and C CLASSES ONLY
Gearboxes may be swapped from model to model. Mounting and Location points must be used as intended by the manufacturer.

CLASS CC, D & E

Original five-speed gearbox supplied with car can be used. Auto gearbox can only be used at the discretion of the BMW Racing Drivers Club. Clutches and flywheels are free

- 5.9.2 PROHIBITED MODIFICATIONS ALL CLASSES
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

- 5.9.3 TRANSMISSION FINAL DRIVE RATIOS. A's, B's and C CLASSES ONLY
Only casings and ratios found in original production BMW models can be used.

CLASS CC

BMW Compact 2.5 ECU can only be used but can have EWs removed and can be mapped

CLASS D & E

ECUs 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 anytime. Also, ECU's may be impounded at anytime 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.

5.10 Electrics: ALL CLASSES

5.10.1 EXTERIOR LIGHTING

All classes will have fully operational headlights, tail 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 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)

- 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 A, B1/B2 C CLASSES ONLY

All braking components are competitor's choice.

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

CLASS CC

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

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

Callipers Front and rear standard ATE

Braided brake hoses may be used

CLASS D & E

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

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 for Class A, 18" 17" & 15",

Class B1/B2 for 18" 17" & 15"

Class C 17" & 15"

Class CC 17"

Class D & E 17"

Invitation class 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 - 2018 TYRE FITMENT BY CLASS							
CLASS	DRY/WET	TYRE SIZE/TYPE - COMPOUND	DIAMETER	SECTION WIDTH	TREAD WIDTH	OPTIMUM RIM	RIM LIMITS
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"
A2	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"
A3	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"
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"
B2	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"
	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 CC	DRY	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
	WET	215/615R17 W700 - K22	616mm	232mm	215mm	8.0"	7.5" - 9.0"
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 E (Mini)	DRY	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
	WET	215/615R17 W700 - K22	616mm	232mm	215mm	8.0"	7.5" - 9.0"

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 A's & B1 only – Slick Kumho (S700)

Class A's & B1 - wet Kumho (W700) are to be used for the Championship. It is the sole responsibility of the competitor to judge whether the track is wet enough to use treaded tyres on one or both axles.

For B2, C, CC, D & E 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 Pro Tyre

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 compliant 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 BMWRDC 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 BMWRDC 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 in Parc Fermé & weight bridge post qualifying and post race.

5.15 Fuel Tank/Fuel:

- 5.15.1 ALL CLASSES Fuel tank size and type is of competitor choice but must conform to regulations contained in the "MSA" Yearbook
- 5.15.2 CLASS A's, B's, C and 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 "MSA" Yearbook
- 5.15.3 ALL CLASSES Regular pump fuel as defined in "MSA" Yearbook B.

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 Sponsor's decals (as instructed by the Championship Co-ordinator)
 - c) Class identifier alongside the competition number. (These will be supplied by the BMWRDC)
 - d) Rear Screen Sponsor Decals
- 5.17.2 Number will be supplied by BMWRDC and will be on the side windows, not on the doors. Championship decals will be supplied by the Title sponsor, tyre supplier and/or any other sponsor and/or BMWRDC.

5.18 Miscellaneous:

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".

- 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.
- 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 competitors points can not be transferred to the new class

6. APPENDICES:

6.1 Race Organising Club and Contacts:

Co-ordinator (BARC)	BARC, Thruxton Circuit, Andover, Hampshire SP11 8PN Tel: 01264 882200 Fax: 01264 882233 E-mail: nbush@barc.net
Eligibility Scrutineer:	Jeff Nixon, C/o Proglaze, Unit One The Aerodrome, Watnall Road, Hucknall, Notts NG15 6EN Tel (w) 07785 352605 (h) 01159 631749 (Do not call after 22.00)
BMW RDC	Trevor Ford, 27 Cranbrook Drive, Esher, Surrey KT10 8DW Tel: 07710 493953 E-mail: trevor@bmwrdc.com (Do not call after 22.00)

6.2 Commercial Undertakings:

6.2.1 All drivers are required to be members of the BMW Racing Drivers Club

6.2.2 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.

6.2.3 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

6.2.4 Overall Patches: As instructed by Championship Co-ordinator

6.2.5 Should a competitor bring the Championship into disrepute, their membership of the BMW Racing Drivers Club and their entry into the Championship will be suspended.

6.3 Driving Standards

BMW RDC 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 BMW RDC. 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. BMW RDC 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 BMW RDC 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 BMW RDC 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 BMW RDC DSA - to be penalised by the issuing of a red card.
- iv) Refusal to co-operate with the BMW RDC DSA will result in the issuing of a red card
- v) A red card will cause the suspension of membership from BMW RDC 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 BMW RDC 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 BMW RDC 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 BMWRDC will also issue a yellow card to the driver.

6.4 Technical Scrutineering

BMW RDC 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 BMW RDC 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 BMW RDC regulations and will cause the suspension of membership from BMW RDC 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.

6.5 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 BMW RDC, which would in turn render you ineligible to race. Please assist us by ensuring that this does not occur.

SIGNATURE OF DRIVER: _____

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2018 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 BARC & BMW RDC as detailed below.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED TO TREVOR WITH A COPY OF THE VEHICLE SPEC SHEET:

Trevor Ford, 27 Cranbrook Drive, Esher, Surrey KT10 8DW
Or
trevor@bmwrdc.com

REGISTRATION FEES CAN BE PAID BY CASH, CHEQUE OR BANK TRANSFER

BMW Racing Drivers Club

30-99-09
01869705

Discount fee - Registration fee £175.00 available until 15th January 2018

PRIOR TO THE FIRST RACE ENTERED

FOR OFFICIAL USE ONLY

REGISTRATION FEE - **£225 / £175 OR £75** PAYABLE TO: **BMW Racing Drivers Club**

DATE RECEIVED:.....

DATE REGISTRATION CARD SENT:.....

COMPETITION NUMBER ALLOCATED:.....

2018 KUMHO BMW CHAMPIONSHIP

8. 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: _____ Number of cylinders: _____ Carb or inject: _____

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:** _____