



# 2018 – SCOTTISH BMW CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS

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# 1. SPORTING REGULATIONS – GENERAL

## 1.1 TITLE & JURISDICTION:

The Scottish BMW Championship is organised and administered by the Scottish Motor Racing Club (SMRC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

MSA Championship Permit No. CH2018/R096  
MSA Championship Grade: D

Race Status: Clubmans

## 1.2 OFFICIALS: (see appendix for contact information)

1.2.1 Co-ordinator: Kevin Pick  
Deputy Co-ordinator: Steve Burns

1.2.2 Licensed Eligibility Scrutineer: Ian Afek  
Deputy Licenced Eligibility Scrutineer: Rob McKinna & Stuart Cant

1.2.3 Championship Stewards: Will be comprised of a panel of any three of the following:  
Sandy Denham, Douglas Lamb, Hugh McCaig, Gareth Davies

### **Championship Stewards**

*(G)2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.*

*(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).*

*(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.*

## 1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be fully paid up valid RACING membership card holding members of the Scottish Motor Racing Club 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 Scottish Motor Racing Club and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) National B status licence, as a minimum
- (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.4 Guests must be current RACING membership card holding members of the SMRC, or a current member of one of the following, BARC, BRDC, BRSCC, DDMC, HSCC, Lothian CC, MGCC, VSCC, 500 Club, KMSC and in possession of a valid Competition (Racing) National B status licence, as a minimum.
- 1.3.5 There will be separate classifications and awards for Overall and Novice (Newcomers) categories both on event and at year-end.
- 1.3.6 Newcomers - Only drivers competing in their 1st or 2nd season of car racing may register for the Newcomers class and they must use the registration form in these Regulations, returning it to the Championship Co-ordinator.  
Points will not be awarded retrospectively. Registration is free, but only drivers registered for the Scottish BMW Championship may enter. Experience in other forms of motorsport such as karts, rallying or motorcycle racing does not exclude competitors from being a Newcomer. A season is defined as any car circuit racing in a calendar year. A competitor may only win the newcomers class once, if this is in their first year they are then ineligible in their 2<sup>nd</sup> year as a newcomer.
- 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 Final Closing date for the first round being entered. Registration is by invitation from the SMRC. Drivers may race more than one car, the registration fee is for the driver. Acceptance or rejection of registration is entirely at the discretion of the organisers (SMRC).
- 1.4.2 The Registration Fee is £90 (ninety pounds) - Made payable to: SMRC.
- 1.4.2.1 If an entrant is preparing a hire drive car, then only one registration fee will apply, and the car's hire drive status must be clearly indicated on the registration form. Fee payment must be in full.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.
- 1.4.4 Non registered Drivers may only enter two Knockhill meetings and any events not held at Knockhill as stated in 1.6.5 as a non points scoring guest. One of these meetings must be the finals meeting. Guest cars must comply with the regulations and start the races on the grid according to their qualifying time after practice, unless officials indicate otherwise. Guests are ignored for points scoring. They must comply with general safety regulations and these technical regulations. Drivers registered for the championship cannot enter as guests.
- 1.4.5 Newcomers Cup competitors must indicate on the registration form they wish to enter this Cup competition before the first race they enter, in order to score points. There is no additional registration fee.

## 1.5 CHAMPIONSHIP EVENTS / ROUNDS:

The Championship will be contested over 15 Events / Rounds as follows:

Date:	Circuit / Venue:	Round:	Organising Club:
8 <sup>th</sup> April 2018	Knockhill	1 and 2	SMRC
6 <sup>th</sup> May 2018	Knockhill anti-clockwise	3 and 4	SMRC
26 <sup>th</sup> /27 <sup>th</sup> May 2018	Anglesey	5 and 6	BARC
1 <sup>st</sup> July 2018	Knockhill	7 and 8	SMRC
5 <sup>th</sup> August 2018	Knockhill anti-clockwise	9 and 10	SMRC
15 <sup>th</sup> /16 <sup>th</sup> Sept. 2018	Knockhill	11, 12 and 13	SMRC
7 <sup>th</sup> October 2018	Knockhill	14 and 15	SMRC

## 1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Championship and Newcomers Class in the Final Results per round as follows:-  
Class and Overall Championship: 25 – 20 – 16 – 14 – 12 – 10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – 1.

1.6.1.1 Where there are two or less registered competitors starting a round for any Championship Class, points will be awarded according to Championship Class finishing order in the final results as follows:-  
1<sup>st</sup> – 18, 2<sup>nd</sup> – 14.

1.6.1.2 Bonus points – Championship only - In addition, any race meeting not at Knockhill will carry a bonus of 20 points in the Championship to all drivers entering and taking part in qualifying. Plus, all registered drivers finishing a race not at Knockhill and being classified in the results will get a bonus of 10 points per championship counting race.  
Bonus points are not awarded in the Newcomers Cup.

1.6.2 The totals from all qualifying Events will determine final championship points and positions, unless MSA Regulation C.3.5.1 penalties have been applied.

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 (2.6) 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 will:  
(a) be deemed “Guest Competitors”  
(b) not score points and for the purpose of points scoring will be ignored  
(c) qualify for Event awards  
(d) comply with 1.4.4

1.6.6 Deleted

## 1.7 AWARDS:

1.7.1 All awards are to be provided by the SMRC.

1.7.2 Per Event / Round:  
Trophies to Winner, Second and Third place drivers and 1<sup>st</sup> in the Newcomers Cup provided 2 cars have started each round.

- 1.7.3 Championship:  
Trophies to the Overall Championship Winner and the Second & Third place drivers.  
Trophy to the Winner of the Newcomers Cup.

**Bonuses:**

The Organisers reserve the right to arrange and introduce additional bonus awards during the championship.

- 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. Failure to attend any prize giving ceremony may result in forfeiture of awards.

- 1.7.5 Entertainment Tax Liability.  
Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each Event.

In accordance with current government legislation, the Organisers of each round are 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. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the SMRC 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: 0151 472 6488 F 0151 472 6483.

- 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. D25.1.12. 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. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given grid places prior to issue of the first grid sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official Assembly Areas they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

## 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 General Regulation Q4.5) for a grid position based on practice times.

2.3.3 The results from race 1 determine the grid for race 2. Non-finishers start at the back of the grid in reverse order of retirement with non-starters from race 1 starting behind them. The results from race 2 determine the grid for race 3. Non-finishers start at the back of the grid in reverse order of retirement with non-starters from race 2 starting behind them.

2.3.4 Deleted.

## 2.4 **RACES:**

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

## 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 Standing start.  
The minimum Countdown procedures/audible warnings sequence shall be:-

- I. 1 minute to start - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warning for start.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

- 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 has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
- 2.5.4 Any driver unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.5.6 Deleted

## 2.6 **SESSION RED FLAG:**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

## 2.7 **PITS, PADDOCK & PIT LANE 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.

### 2.7.2 Pitlane:

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.

### 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.

### 2.7.4 Speed Limit:

Pit Lane Speed Limit will be 60kph.

## 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 pitlane.

- 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 (D)26.3.)
- 2.10 **TIMING MODULES:**
- 2.10.1 Timing at all events will be by Electronic Competitor Identification Modules (Transponders) and Light Beam Timing Systems operated by MSA Licensed Timekeepers (GR Q12.2).
- 2.10.2 Each competitor is responsible for having their vehicle fitted with a working vehicle identification module (transponder) and for submitting the Identification Number of that module on their Entry Form. Failure to do so can lead to a competitor being excluded from any practice and race results. When one car is double entered, each competitor must fit and register on their Entry Form their individual Transponder Identification Number.
- 2.10.3 The nationally required transponder is a MyLaps X2 Car transponder. Previous iterations which are acceptable are a Mylaps Tranx260 unit or a MyLaps Car personal transponder. The Direct Powered options are recommended as the rechargeable units have a limited battery life.
- 2.10.4 To assist new competitors in Motorsport a transponder may be hired from SMART Timing for their first event only (at Knockhill). All other competitors are responsible for procuring and fitting a transponder and recording its Identification Number on the Entry Form.
- 2.10.5 Information and advice on approved types of transponders, sources of supply and the required location and fitting of transponders for each class of car are available to competitors and/or entrants from the Championship Co-ordinator or SMART Timekeeping (01896-750189).
- 2.11 **QUALIFICATION RACES:**  
If any event is oversubscribed the Organising Club may at their discretion run Qualification Races. The organisers will notify competitors in Final Instructions or by means of a bulletin on race day.
- 2.12 **OPERATION OF SAFETY CAR:**
- 2.12.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations, but subject to the following variations:
- 2.12.2 At Knockhill, the Safety Car will be located in the Tri-Oval and it will normally join and exit the circuit immediately after the exit from the Hairpin. If this location is to be varied at Knockhill, specific written instructions and verbal briefings will be issued detailing the exact location to be used.
- 2.12.3 At circuits other than Knockhill, the Safety Car (if used) will normally join and exit the circuit from the Pitlane or as specified in the Organiser's Supplementary Regulations or Final Instructions.



2.12.4 At Knockhill, the Safety Car will not join the circuit until a Safety Car board and waved yellow flag have been displayed at the Hairpin-In flag point.

2.12.5 The first three laps completed during the Safety Car intervention at Knockhill meetings will be added to the race distance. Example, a 9 lap race with 3 safety car laps will become a 12 lap race. Any safety car laps above 3 laps will count as race laps.

### 2.13 **ONBOARD CAMERAS:**

2.13.1 All competitors are required to carry an on board camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. Footage should be retained until such time as the results are declared final. The decision to review any such video footage is as the discretion of the Clerk of the Course, the Stewards of the Meeting or the Championship Stewards. Championship organisers may refer competitors to officials.

2.13.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with MSA Regulations and be approved by the Chief Scrutineer in accordance with J.5.21. Only cameras installed by the official TV company on race day are exempt from pre event scrutineering.

2.13.3 Cameras must be mounted in a central to left position with the steering wheel and front windscreen in clear view. This forms part of the pre-event scrutineering check.

2.13.4 In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied, which can include but are not limited to a points deduction of 25 points per offence for the Championship and all classes the competitor is registered for, even when this results in a negative score and / or a fine of up to £500. The burden of proof to establish the cause of such failure will lie with the competitor. The Clerk of the Course shall confirm the Championship punishment and may add further punishment. The Organisers may also seek further disciplinary action by referring a driver to the Championship Stewards. Should a competitor be a persistent offender the Organisers may refer them to the Championship Stewards for further disciplinary action.

### 3. **SPECIFIC CHAMPIONSHIP REGULATIONS:**

None.

### 4. **SPECIFIC CHAMPIONSHIP PENALTIES:**

In accordance with Section C of the current MSA Yearbook.

Driving Standards – if a competitors driving standard falls below a reasonable standard the officials and / or Co-ordinator (or the deputy) may report the competitor to the Championship Stewards who will consider further action.

#### 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 will invoke the provisions of Regulation C3.5.1 (c) and report the matter to the Championship Stewards for the consideration of the imposition of further penalties (4.2) which may but are not limited to all championship points earned during the season up to the time of the infringement being forfeit.

- 4.2 Additional specific championship penalties:  
If competitors are found to be breaking Regulations, the Championship Co-ordinator may pass information over to the Championship Stewards for the consideration of the imposition of further penalties. The penalties will include but are not limited to, points deductions, fines, exclusion from a meeting and refusal of entries for future events.

As per current MSA Judicial Procedure Regulations competitors who are excluded from results for sporting infringements may not use that round as a discarded round for championship purposes.

- 4.3 Any driver who has received three reprimands (including verbal and/or written warnings and/or any such penalty as may relate to driving standards) will, on receiving the third reprimand, be given an additional 10 place grid penalty to be served at their next race. This same penalty will continue to apply to a driver's every third reprimand, relating to driving standards, thereafter.

## **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 what modifications or upgrades can be made to the car, then you must work on the principle that it will not be permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed. If any doubt exists about the legality or acceptability of any modification, then please request clarification from the Eligibility Scrutineer (or deputy) prior to any work being undertaken.
- 5.1.2 Standard: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA General Regulations. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.
- 5.1.3 Standard pattern: The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA General Regulations. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

## 5.2 **GENERAL DESCRIPTION:**

The Scottish BMW Championship is for competitors participating in the BMW E36 Compact 318 Ti M44 UK & European domestic market cars in either left or right hand drive versions.

The Scottish BMW Championship technical regulations are intended to allow competitors to produce race cars that are safe, affordable and of a near identical level of performance, with the emphasis placed firmly on driver ability. Competitors are therefore asked to keep this in mind when building or modifying race cars and are encouraged to seek guidance from the Eligibility Scrutineer where appropriate.

## 5.3 **SAFETY REQUIREMENTS:**

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

## 5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

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

## 5.5 **CHASSIS:**

No chassis modification or stiffening is permitted except that derived from the fitting of the roll cage; the cage must be a bolt in multi-point Safety Devices B027 or B034. Cars fitted with alternative cages must have been registered for and raced in the Compact Series previously. Extensions into the engine bay are prohibited. Seam-welding or the addition of spot welds to the shell is prohibited. Bolt-on aftermarket front & rear strut braces are permitted. Towing Eyes must be fitted front and rear in accordance with Q19.1.3b, These are wire rope loops. Fabric loops will not be accepted.

## 5.6 **BODYWORK:**

### 5.6.1 Permitted Modifications:

5.6.1.1 General: Mandatory fitment of laminated windscreen. All other windows (not sunroof) to remain standard material. The addition of safety film to the glass is permitted.

5.6.1.2 Interior: Driver's seat must be replaced with a competition seat fitted in accordance with K2.2. All passenger seats, floor coverings, roof lining, sound deadening materials, radio/stereo units, speaker and associated wiring may be removed. Redundant interior metal bracketry such as rear seat mountings may be removed. Spare wheel & associated parts, and all tools must be removed. Additional instruments are permitted, but the original dash binnacle and instrument cluster, must be retained and fitted in their original positions.

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

Steering wheel may be changed (compulsory if an air bag is fitted as original equipment). Glass sunroofs must be removed or replaced as per MSA regulation Q19.14.6. Electric window winding mechanisms must be retained, and the driver's window must be fully operational. It is permitted to remove air-conditioning if fitted, but the original heater matrix mechanism and blower must be fitted and operational. The removal of dashboard air vents and associated pipework is permitted, however the heating system must be able to demonstrate the ability to blow hot air onto the front windscreen to aid demisting.

An interior rear view mirror must be fitted to the left of the driver (or right if the car is left hand drive). If original interior door panels are removed they must be replaced with strong sheeting - this must be executed to a high standard with no sharp edges and with smooth surface.

- 5.6.1.3 Exterior: A door mirror must be fitted on both sides of the vehicle and may be any standard production or standard BMW part; the choice of mirror within them is free. The original number of windscreen wiper arms/blades must remain and be fully functioning; rear motor and all wiring can be removed from tailgate. Front windscreen washer systems must be fully operational. All weather strips/channels must be retained. The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position. Door bars may be removed and some localized trimming of the inner door skins, tailgate and bonnet for lightening purposes is permitted. Removal of impact absorbing materials from the internals of front and rear bumpers is permitted. Under car weather shields, wheel liners or any other OEM fitted under car shielding may be removed, however the replacement of any under body shielding constructed in alternative material is prohibited.
- 5.6.1.4 Silhouette: All cars have to retain the original E36 BMW Compact profile. It is not permitted to add any non-standard material or structure to the underbody or outer floor pan of the car. The only permitted front bumper is the E36 M-Sport or M3 version, of either standard BMW part or standard pattern part. It is permitted to fit the BMW E36 EVO front lip of either standard BMW part or pattern part (see Appendix 6.5, diagram 1). The only permitted rear boot spoiler is the M-Tec (P/n 51712490022 or P/n 51712490023) spoiler or pattern part (see Appendix 6.5, diagram 2). The front and rear bumpers cannot be modified in any other way, and must appear as standard (other than for localised trimming to allow fitment of towing points). Any standard BMW E36 rear bumper is permitted, if the BMW E36 M-Sport rear bumper is used it must be fitted with the diffuser insert (see Appendix 6.5, diagram 3). The use of tape to bridge gaps between panels is not permitted.
- 5.6.1.5 Ground clearance: It is permitted to alter the ride height. Under no circumstances can any part of the bodywork, or suspended part of the car excluding the exhaust system, be below a horizontal plane passing 50mm above the ground. The car should be in normal racing trim with the driver aboard and steering in straight ahead position. A gauge of 50mm may be used by Scrutineers before or after races or practice / qualifying to check the ground clearance; the vehicle may be stationary or moving during any testing.

## 5.6.2 Prohibited Modifications:

- 5.6.2.1 General: The exterior of the car must be standard for the model being raced. All of the bodyshell and any replacement body panels must be of original shape, material and thickness. The reduction in thickness of any part of the car by acid-dipping, blasting or by any other means is prohibited. Exterior trim must be generally standard.
- 5.6.2.2 Interior: Door trims and panels may not be removed unless they are replaced by appropriate material as detailed in 5.6.1.1 & 5.6.1.2 above.
- 5.6.2.3 Exterior: It is not permitted to increase the width of the wheel arch by the addition of material. It is permitted to roll the inside of the wheel arch. Holes for brake ducting may not be made in the bodywork.
- 5.6.2.4 Silhouette: Any in contravention of 5.6.1.4.
- 5.6.2.5 Ground clearance: Any in contravention of 5.6.1.5.

## 5.7 ENGINE:

- 5.7.1 Permitted Modifications: The only permitted engine is the BMW M44 1.9 16V. All internal engine parts must be original or OEM unmodified pattern parts from the M44.

Engine parts must be standard unmodified OEM parts or standard unmodified pattern parts manufactured for the M44.

Bore: 85mm. Standard bore size only.

Stroke: 83.5mm.

Verification of legality of OEM engine parts will be by comparison to the Compact Cup Championship Technical File or by comparison to standard unmodified OEM parts.

Verification of legality of pattern engine parts will be by comparison to standard unmodified pattern parts.

It is permitted to skim the cylinder head face.

The minimum overall cylinder head height shall be 139mm. (Ref: CCC Tech File)

It is permitted to skim the cylinder block deck.

OEM or pattern pistons must not protrude above the cylinder block deck in excess of .254mm. (.010"). (Ref: CCC Tech File)

Machining of pistons is not permitted.

Camshafts must be genuine OEM parts.

Camshaft dimensions, profiles and timing must remain as standard BMW E36 318ti Compact M44B19. (Ref: CCC Tech File)

1. The OEM standard dual mass flywheel may be used.
2. A BMW M40 single mass flywheel (Part No. 11 22 1739 315) may be used.
3. A Valeo "solid flywheel" (part number 835017) may be used.

All competing vehicles must be fitted with an unmodified OEM exhaust manifold as fitted to a Right Hand Drive car and as shown in the 'Compact Cup Championship Technical File' irrespective of the car being left or Right Hand Drive.

All competitors must have available on race days, at least two bolts/nuts for the rocker cover. Two bolts for the sump. Two bolts for the timing cover and two bottom bell housing bolts. All should be cross-drilled with a hole of minimum 1/16th" diameter to accept scrutineer's locking wire.

Cars may be required at any point during the season to have their engine and ECU sealed.

Additional MSA seals may be fitted to engines at anytime. It is strictly forbidden for a competitor or his agent to remove or tamper with the MSA seals. Should these seals be damaged or removed for whatever reason except under the direction of the Eligibility Scrutineer the car must not be used in competition or practice until the Eligibility Scrutineer has inspected the engine and refitted the correct seals. Failure to comply will result in the Competitor being reported to the Clerk of the Course.

5.7.2 Prohibited Modifications: It is not permitted to modify the engine in any way unless specifically allowed in these regulations.

5.7.3 Location: Position and mounting method must be standard for the model. Original engine mounts may be replaced by the Vibra-technics mount with the part number BMW362MX. No other aftermarket engine mounts are permitted.

5.7.4 Oil / Water Cooling: Water radiators must be BMW OE or standard parts. OE or aftermarket electric fans are permitted.

5.7.5 Induction Systems: The complete induction system must remain as standard unless stated below:  
The fitment and positioning of the throttle body and mass air flow sensor must be as standard.  
The air ducting between the throttle body and the mass air flow sensor must remain as standard.  
The air ducting between the mass air flow sensor and the air filter must remain as standard.  
The crankcase breather may vent directly to a catch tank and any holes in the air filter housing associated with the breather system may be blanked off.  
The upper part of the air box must remain as standard. The lower part of the air filter box may be fitted with one hose (100mm max dia.) for the purpose of cold air pickup from the front nearside (left) fog light aperture of the car only. This hose and fittings must be fitted within and not protrude forward of the fog light aperture  
This single hose may enter the lower air box in any position. However if a new entry hole is made in the lower air box then the original OEM air intake hole must be blanked.  
No other or extra holes are permitted to be made in the lower air box.  
An original profile air filter element must be fitted to the air box. The brand of air filter element is free.  
No other modifications in the induction system are permitted.

5.7.6 Exhaust Systems: Exhaust systems must exit at the rear of the vehicle. The standard E36 318ti M44 engine exhaust manifold must be retained and may not be modified by the removal of material. All cars must run with a fully operational catalytic converter fitted in the original position within the exhaust system, this may be the standard BMW part or any aftermarket version. The remainder of the exhaust system including silencer is free.

5.7.7 Ignition Systems: The only ECU permitted is the Compact Cup Championship item that is only available from Superchips [www.superchips.co.uk](http://www.superchips.co.uk). No alternative or additional ECU is permitted; the standard E36 318ti Compact EWS must be retained and operational. Plug leads and spark plugs are free.

5.7.8 Fuel Delivery Systems: It is permitted to replace the fuel lines and filter. Dual fuel pumps may be fitted but must be original BMW standard pattern items only and fitted in the original manufacturers positions inside the fuel tank. The pressure regulator must be standard and unmodified. Fuel Pressure testing may be carried out at any time to ensure that the fuel rail pressure does not exceed 3 bar.

## 5.8 **SUSPENSION:**

5.8.1 Permitted Modifications: It is a mandatory requirement for all cars to run with the GAZ Gold Compact Cup specification coilover shock absorber kit. The bump stops as supplied with the GAZ Gold Compact Cup specification coilover kit must be used, and these must be utilised as recommended by GAZ Shocks (1 bump stop per shock absorber).

Anti roll bars must be production BMW E36 items of the following diameter, and must be fitted, connected and operational during qualifying and racing: Standard Front 25mm and Rear 14mm or Sport Front 26mm and Rear 16mm or Optional Sport Front 26mm and Rear 14mm. Other mismatching of roll bar combinations is not permitted.

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

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

All cars will be required to be fitted with an updated and improved Eibach suspension spring set.

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

5.8.3 Wheelbase / Track: The wheelbase must remain standard (2700mm). The track can be changed but wheels and tyres must not extend past the wheel arch.

## 5.9 **TRANSMISSION:**

- 5.9.1 Permitted Modifications: Standard gearbox and flywheel must be retained. The only permitted gear ratios are as follows: 1st: 4.23, 2nd: 2.52, 3rd: 1.66, 4th: 1.22, 5th: 1.00. Clutches must remain standard road parts and no competition items are permitted. An OEM or aftermarket "quick shift" manual gear change mechanism is permitted.
- 5.9.2 Prohibited Modifications: Gearbox must be standard for the model being raced. Limited slip, locked, locking, torque biasing or spring preloaded differentials or similar are prohibited.
- 5.9.3 Transmission & Drive Ratios: The use of any electronic traction control device is prohibited. Standard gearbox ratios must be retained. Final drive ratio must be 3.38:1.

## 5.10 **ELECTRICS:**

- 5.10.1 Exterior Lighting: Must be as per standard fitment and to EC requirements and be fully operational. Aftermarket fully plastic headlamp units are permitted. Front lights/lamps must be taped to MSA regulations or covered with a transparent protective plastic / vinyl film.
- 5.10.2 Rear Warning Light: All cars must be fitted with a manually switchable FIA specification, LED rear facing red warning light(s). It (they) must be external mounted in a vertical plane at the rear of the car and comply with the MSA Year Book Section K 5. It (they) must be illuminated when requested by the Clerk of the Course or other official.
- 5.10.3 Batteries: No restrictions on type or location subject to MSA regulations. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used.
- 5.10.4 Generators: A fully working standard alternator and standard pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

## 5.11 **BRAKES:**

- 5.11.1 Permitted Modifications: Brake pads are free. Deformation or removal of back plates is permitted, as is the fitment of alternative brake piping/hosing. Antilock braking system must be disabled and removed. Discs may be standard or standard pattern. Front discs must be of a maximum diameter of 286mm. Rear discs must be of a maximum diameter of 272mm. Discs may be cross-drilled and/or grooved. Standard E36 318 Ti M44 Compact front and rear brake calipers must be used. The braking system must remain fully operational in all aspects at all times, including the handbrake. Brake biasing valve/system may be replaced with a proprietary pressure-limiting valve, which may be adjustable by the driver but must provide a minimum of 25% of braking effort to either axle as per MSA Regulation Q19.5.
- 5.11.2 Prohibited Modifications: A hydraulically-operated handbrake is not permitted. BMW E36 M3 disks and callipers are specifically prohibited. Rear brake hydraulic line lock is not permitted.



## 5.12 **WHEELS / STEERING:**

- 5.12.1 Permitted Options: It is permitted to use any BMW E36, E46 or Z3 steering rack which is a direct replacement, modification of the replacement rack is prohibited. Power assistance may be disabled. If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. MSA regulation Q19.6.
- 5.12.2 Prohibited Options: No machining or other modification of the road wheels are permitted.
- 5.12.3 Construction & Materials: Steel or alloy only. Magnesium wheels are prohibited.
- 5.12.4 Dimensions: 15" x 7"J
- 5.12.5 Wheel Spacers: Wheel spacers are permitted provided that the vehicle track remains within the limits permitted in rule 5.8.3 and they are of the 'hub-centric' type and of the correct p.c.d. Where spacers are used, they must be fitted in equal pairs across the axle. Universal wheel spacers are not permitted and competitors should ensure that wheel bolts are of sufficient length to adequately secure each wheel. Wheel hubs may be fitted with studs to accept wheel nuts.

## 5.13 **TYRES:**

- 5.13.1 From the tyres listed in the MSA Year Book, Section L, list 1B, the control tyre for the Championship is Nankang 195/50R15 86W NS-2R 180 (STREET) XL. Any other tyre is prohibited. It is prohibited to buff, cut or mechanically interfere with the tyres in any manner. The original tread pattern must remain visible at all times, and with a minimum tread depth of 1.6mm. It is prohibited to run tyres in a manner other than the direction of rotation as recommended by the manufacturer and shown on the tyre.
- 5.13.2 Nominated Manufacturer: Nankang
- 5.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

## 5.14 **WEIGHTS:**

Minimum 1150 kgs at all times during competition. All minimum weights are including driver and race overalls, helmet etc.

## 5.15 **FUEL TANK/FUEL:**

- 5.15.1 Types: Standard unmodified fuel tank must be fitted.
- 5.15.2 Location: Tank must remain in standard location.
- 5.15.3 Fuel: Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MSA Yearbook for the current year and complying with BS4040, BSEN228 or BS7800 may be used; The use of additives is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

5.16 **SILENCING:**

All vehicles must comply with the maximum decibel level as laid down in the MSA Yearbook current (GR J5.18, Chart Section A).

5.17 **NUMBERS and CHAMPIONSHIP DECALS:**

5.17.1 Positions: The race numbers for each rear side window shall be;

- (i) A minimum of 200mm high
- (ii) With a stroke width of at least 20mm
- (iii) Coloured Day-Glo yellow.

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

- (i) The numerals must be at least 150mm high
- (ii) Be in the same colour and font as those displayed on the rear side windows
- (iii) Be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.
- (iv) Bonnet number (optional) – Numbers complying with GR J 4.1 displayed in a position acceptable to time keepers, black number on a white background (square).

Two SMRC decals must be affixed prominently one on each side of the car (on front or rear wings).

Scottish BMW Championship Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram or instructions supplied with those decals. SMRC and Official Sponsor's decals must take preference to any other decals. Drivers may be requested to remove decals that are viewed as conflicting with official Championship Sponsors or are considered not to be in the best interest of the sport. Failure to comply will render the vehicle and driver ineligible to race.

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

## 6. APPENDICES:

### 6.1 RACE ORGANISING CLUBS & CONTACTS:

Championship Organiser:  
SMRC, c/o Knockhill Racing Circuit, Nr. Dunfermline, Fife, KY12 9TF  
Tel. 07907 293098  
E-mail. info@smrc.co.uk

Eligibility Scrutineer: Ian Afek  
59 Drumdevan Road, Inverness, IV2 4DD.  
Tel. 07834 637418  
E-mail. ian.afek@gmail.com

Deputy Eligibility Scrutineer: Rob McKinna & Stuart Cant  
E-mail. r.mckinna@sky.com stuartcant@hotmail.co.uk

Transponders – SMART Timing  
Tel. 01896 752447

GAZ Shocks: Tel. 01268 724585

Safety Devices Roll Cage: PDL Motorsport Tel. 01246 240632

Tyres: Nankang Tyres UK, Order Line Tel. 0121 500 5010  
(When calling, please quote ref. Scottish BMW Championship)

### 6.2 COMMERCIAL UNDERTAKINGS:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSA.

Enquiries concerning the commercial aspects of the series should be addressed to the Championship Co-ordinator or SMRC.

The Championship title and associated logo styles may only be used with prior written approval of the Scottish Motor Racing Club.

Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.

Entry into the Championship is conditional upon each competitor:

- i) Providing free of charge to the Organisers advertising places on their cars and clothing as specified.
- ii) Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the Championship, which may be used at the Championship Organisers, Sponsors and Promoters discretion.
- iii) Complying with the Organisers and Sponsors requirements on podium procedures, including a requirement to wear Championship Sponsors publicity material in preference to the competitor's own sponsor.
- iv) Co-operating with requests for publicity sessions throughout the season.

### **6.3 TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES:**

All cars must carry the Championship Sponsors' decals on panels in the correct locations, without alteration and without interference. The scrutineers will ensure compliance and will hold supplies of acceptable logos.

At the start of each event, practice and qualifying, the cars must be clean and in good order. The Organisers reserve the right to forbid cars not meeting this requirement from taking part.

### **6.4 PROMOTIONAL ACTIVITIES:**

The Scottish Motor Racing Club has exclusive broadcast, cable, satellite, video and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the events and activities throughout the series and to licence, assign or otherwise deal with such rights and/or film and recording.

Any competitor advised by the Organisers that they are to carry on-board television cameras, must have the approved series logo on the dashboard, visible to the official on-board camera. The decision for the positioning of this logo rests solely with the Organisers and Promoters. No other publicity material visible to an on-board camera, on the car will be allowed.

Competitors are reminded that no tobacco (or associated product) advertising, either on the car or Drivers is permitted. Additionally, any products that are not permitted to be advertised on UK terrestrial television are also prohibited.

No advertising or statement on the car or on the Drivers' race clothing is allowed which may be considered offensive to the Organisers, the Promoters or their Sponsors.

All Drivers required for Podium Presentations at each meeting, should attend without delay. Failure to do so may mean forfeiture of any Championship awards/points at the round.

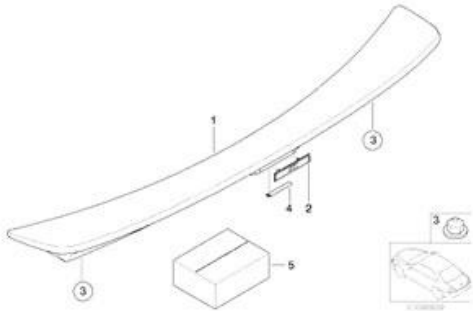
6.5 TECHNICAL DRAWINGS:

Diagram 1



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

Diagram 2



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

Diagram 3



Images illustrate a BMW E36 M Sport rear bumper & diffuser

7.0 **REGISTRATION FORM:**

Competitors are encouraged to register online via the Club website [www.smrc.co.uk](http://www.smrc.co.uk)

