

BMWCCR – BMW Car Club Racing Championship

Sporting & Technical Regulations 2024

PUBLISHED VERSION - Page 1 of 20 – Issued 13/03/2024

1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

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

- 1. MOTORSPORT UK Championship Permit No: CH2024/R036**
- 2. MOTORSPORT UK Championship Grade: C**
- 3. Race Status: Inter Club.**

1.2: OFFICIALS:

- 1. Championship Co-Ordinator:** Giles Groombridge, The 750 Motor Club, Donington Park, Castle Donington, Derbyshire. DE74 2RP.
- 2. Eligibility Scrutineer:** B. Blackmore, Deputy: **S. Dockray**
- 3. Championship Stewards:** I. Sowman P. Brough, M. Smith
- 4. BMW Car Club Representative:** Neil McDonald

1.3: COMPETITOR ELIGIBILITY:

- Entrants must:
 - Be fully paid up valid members of the 750 Motor Club and BMW Car Club GB
 - Be Registered for the Championship and
 - Be in possession of a valid Motorsport UK Entrants Licences.
- Drivers and Entrant/Drivers must:
 - Be current Members of the 750 Motor Club and BMW Car Club GB
 - Be Registered for the Championship and
 - Be in possession of valid Competition (Racing) Club Licence, as a minimum
 - 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)
 - If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of education to participate in motor sport without prior written approval of their education establishment.
- All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

- All competitors must register for the Championship by returning the Registration Form with the Registration Fee to: prior to the Final Closing date for the first round being entered. **All competitors must submit a power graph from one of the approved rolling roads indicating power at wheels and flywheel (see section 10.) This must be provided by email in a PDF format to neil@bmwcarclubgb.co.uk**
- The Registration Fee is **£195** payable upon registration. For competitors wishing to enter a single event a registration fee of **£50** is payable; if further races are entered the balance of the **£195** fee must be paid.
- Registration numbers will be the permanent Competition number for the Championship

1.5: CHAMPIONSHIP ROUNDS:

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

Date	Circuit	Round/s
1 April	Donington Park	2
4 May	Thruxton	2
1 June	Oulton Park	2
4 August	Snetterton 300	2
24 August	Brands Hatch	2
21 September	Croft	2
27 October	Silverstone	2

1.6: SCORING:

- Points will be awarded to Competitors in each class listed as classified finishers in the Final Results as follows:- 10; 9; 8; 7; 6; 5; 4; 3. 2 Other finishers 1. Fastest lap per class - 1 point subject to a minimum of 2 starters in class.
- All official starters will receive **3** points, which will not be dropped from a driver's final championship points.

3. The totals from all qualifying rounds run (excluding any races which are abandoned, and which are not replaced) less 2 will determine the final championship points positions. ~~Best 12 scores of 14 over the year.~~
4. If there are less than 4 starters in any class points will be awarded to Competitors listed as classified finishers in the Final Results as follows: 5; 4; 3; 2.
5. ~~If there are 3 starters or less in any class, excluding M1 & Cup, they will compete in a higher class.~~
6. Ties shall be resolved using the formula in (W)1.3.4. in the current MOTORSPORT UK Yearbook.
7. Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
8. ~~Competitors not registered for the Championship may be permitted on an individual round basis and will:~~
 - (a) ~~be deemed invitational "Guest Competitors"~~
 - (b) ~~not score points and for the purpose of points scoring will be ignored~~
 - (c) ~~not qualify for Event awards~~
 - (d) ~~comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate~~
9. Competitors not registered for the Championship may be permitted to compete on an individual round basis as a quest. Any quest drivers must be specifically invited and/or approved by the championship organisers and will:
 - (a) not score points and for the purpose of points scoring will be ignored
 - (b) not qualify for Event awards
 - (c) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate

1.7: AWARDS:

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

2: CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

1. ENTRIES:

1. Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
2. Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
3. Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.
4. The Entry Fee for each event shall be specified in the SRs and on the entry form.
5. Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

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

3. QUALIFICATION PRACTICE:

1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MOTORSPORT UK Regulations Q12.4).
3. At Double Header Meetings the Grid for Race 2 will be set by the finishing positions in Race 1.
4. At Triple Header Meetings the grid for Race 3 will be set by the finishing positions in Race 2.

4. **RACES:** Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)12.15) (1.6.4. above applies)

5. STARTS:

1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
2. The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:- I. 1 min to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - II. 30 Second - Visible and audible warning for start of Green Flag/Pace Lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
3. Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MOTORSPORT UK Regulation

(Q)12.11.2. In addition, any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

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

7. PITS, PADDOCK & PITLANE SAFETY:

1 Pits & Paddock: Competitors must ensure that the MOTORSPORT UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

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

3. Refuelling: May only be carried out in accordance with the MOTORSPORT UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

4. Speed Limit: Pit Lane Speed Limit will be 60 km/h unless otherwise stated by the circuit.

8. RACE FINISHES: After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

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

10. TIMING MODULES: The 750 Motor Club utilises transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. Compatible transponders include the AMB TRANX 260 and MyLaps X2 & TR2 models.

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

12. OPERATION OF SAFETY CAR: The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the MOTORSPORT UK General Regulations.

13. ONBOARD CAMERAS: - All competitors are required to carry an on board front facing, in car camera that records to an SD (or micro-SD) card ~~that must be capable of recording HD footage~~ that can be played back on a standard laptop and high enough quality for judicial purposes. Recordings from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation.

Where forward facing cameras are fitted for judicial purposes, they should be mounted so as to capture an image that provides a 'driver's eye' view that should include, where possible, the steering wheel, 'dashboard' and a view of the circuit ahead with a field of vision of approximately 100 degrees.

It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with MOTORSPORT UK regulations and be approved by the Chief Scrutineer in accordance with J.5.21
Cameras must be mounted in a position such that the steering wheel and track in clear view. The unit must always be switched on and be recording when the car is on track during any official free practice, qualification session and race.

The onus is on the competitor to ensure that the camera unit battery is charged, the camera switched on to record and manage the storage to ensure enough space is available on which to record during the above-mentioned sessions. The onus is on the competitor to ensure that the camera unit battery is charged, the camera switched on to record and ensure the SD card has enough capacity to record the above-mentioned sessions. The SD card must ONLY contain the files from the event in question.

In the event that no recording is available when requested by the Organisers or Clerk of the Course for judicial purposes then the following penalties will be applied by the Clerk of the Course:-:

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

3: SPECIFIC CHAMPIONSHIP REGULATIONS

1. By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 2).

Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

2. In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races as per 2.11 of these regulations. Alternatively, at double header race meetings, should there be sufficient space within the timetable; the Organising Club may divide the grid after qualifying into 3 separate Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full championship points.

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

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

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

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

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

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

5. Drivers who are still required to display a novice cross will not be permitted to race in Class M1. ~~or M2.~~
6. Upon request from the BMWCCR Committee drivers are required to provide their in car footage (in the format as described in section 2.13 above) for review. This is to enable the committee to be able to provide support with driving standards.

4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current MOTORSPORT UK Yearbook

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

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

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

4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

1. In the case of a driver being disqualified from a race, the Clerk of Course will impose the penalties set out in MOTORSPORT UK Regulation C3.5.1 a & b and may impose the penalty set out in MOTORSPORT UK Regulation C3.5.1 c.
2. In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
3. The Clerk of Course may impose a "Stop-Go" or "Drive through" penalty during a race in accordance with MOTORSPORT UK Regulation Q.12.26.
4. Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license in accordance with MOTORSPORT UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.

5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalize any Competitor for any breach of Championship regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with MOTORSPORT UK Regulation C.2.1.1 (subject to the rights of appeal provided for in Section C.)
6. One or more of the following may be imposed by the Championship Stewards as appropriate;
- Verbal warning Reprimand
 - Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
 - Time or Grid Penalties
 - Suspension from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from the Championship Stewards in one season.

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

a) The following Technical Regulations are set out in accordance with the MOTORSPORT UK specified format and it should be clearly understood that; **if the following texts do not clearly specify what modifications or upgrades can be made to the car, then you must work on the principle that it will not be permitted.** The fact that some modifications are mentioned as prohibited does not imply that others are allowed. If any doubt exists about the legality or acceptability of any modification, then please request clarification from the Championship Coordinator **prior** to any work being undertaken.

b) **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MOTORSPORT UK Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

c) **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MOTORSPORT UK Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

5.2: GENERAL DESCRIPTION:

The BMWCCR is for competitors participating in any model produced by BMW AG for sale or approved for use in the European market to the general public as shown in sales brochures available through the UK or European dealer network. Vehicles must have a BMW engine fitted

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

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

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

Examination of vehicles. The Championship Eligibility Scrutineer (in addition to any other powers they may have under these regulations) reserve the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units sealed at the circuit for later inspection by the Eligibility Scrutineer at the Competitor's expense.

Upon such selection being made the competitor shall immediately place the car under the control of the Eligibility Scrutineer and be deemed to have permitted all such scrutineering, examination and testing as the organisers may reasonably require. The Eligibility Scrutineer has the right to:

- Examine the car at the circuit for such period as they may reasonably require and take fuel samples.
 - Retain the car for detailed examination at premises chosen by the scrutineer, if the scrutineers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations.
 - Seal the car and any of its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and / or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.
- The overseen stripping of the engine or any required component will be undertaken by the competitor and / or mechanic / technician nominated by the competitor.
- The scrutineer can at their discretion request the removal of any part for their further inspection and testing. If the scrutineer decides to retain any part for further inspection over a race weekend, a fully eligible replacement part will be provided by the scrutineer at the time of removal, allowing the competitor to continue racing.
 - Request the competitor agrees to place their car on the club's nominated mobile dyno, or seal the car and have the car tested on a Championship nominated Dyno.
 - In summary, declared vehicle powers may be verified in any number of ways during the season – these will include the following:

1. Rolling road – at the circuit

2. ECU downloads
3. Fitting of a VBox or similar by the organisers
4. Sealing the engine before or after the meeting
5. Request to visit an alternative Rolling road

If a car is tested after competition, then the operating area for the power test will be subject to parc ferme conditions, this includes the route from the pit lane or parc ferme to the power testing location and the route back to parc ferme. Alternatively the organisers reserve the right to seal a car and send it to one of the championship designated rolling road centres for testing. If requested the organisers may also either seal or remove a vehicles ECU and reunite it with the vehicle at the designated test centre. Failure to comply will result in disqualification

5.3: SAFETY REQUIREMENTS:

Articles of MOTORSPORT UK Section K Safety Criteria Regulations will apply, and specifically: Six point roll cage to a minimum of drawing K5 or K6. Optional reinforcing members K12a, K12b, K12c, K12h, K12i are permitted; cages that connect to the front suspension anchorage points as per K11 are optional. K2 and K5 – K14; Seat belts as per K2.1 although 4 point harnesses are not permitted; Extinguishers must be plumbed in and comply with K 3.1 a); Towing eyes must comply with Q.13.1.3

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q13 of the current MOTORSPORT UK Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained. Water hoses, oil hoses and their associated clips are free. Fasteners (eg nuts, bolts) are free. The organisers reserve the right to refuse entry from any car of which the preparation is of a poor standard (including the external appearance) and which is likely to bring the championship into disrepute. A naturally aspirated BMW engine can be fitted to any model (EXX / FXX) in M1, M2 6 and 4.

Class Structure/Detail:

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

Whilst the organisers want to see cars be developed there remains an overarching desire to level the playing field and make it possible for drivers with lower budgets to still compete with those on bigger budgets. A minimum weight of ~~1200kg~~ **1100kg** will apply inc driver.

Transmission internals must remain original for the type and model of BMW gearbox fitted (synchromesh or SMG.)
Engines to retain original position within engine bay in relation to standard subframe/bulkhead – dry sump allowed following approval.

For cars powered by naturally aspirated engines, in attempt to deter cheque book racing, for expensive high compression engines with very high mid-range power a new sliding scale handicap will apply. This measure is not designed to affect a normally mapped naturally aspirated engine which should avoid this penalty altogether. Previously, minimum weight was dependent solely on peak power at the flywheel. Now, drivers will be asked to declare the peak power at the flywheel and the power at 5000rpm (also at the flywheel). The minimum weight is listed in the chart in appendix 11 and is based on the cars specific "power figure": This "power figure" used to calculate minimum weight for the car will be derived according to the following formula:

(Peak power at the flywheel) OR (1.21 x power at flywheel at 5000rpm) whichever is the greater

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

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

For cars powered by forced induction engines the maximum permitted power to weight ratio is 285 bhp/ton (weight including driver.)

M2:

For cars powered by naturally aspirated MXX or NXX engines the power and weight of the car with fuel and driver will be calculated following a visit to the rolling road. Maximum 3000 cubic capacity engines (see chart for calculations) or ask organisers for an agreed figure. **Minimum weight 900kg inc driver after the race.** For the avoidance of doubt SXX designated engines are not permitted with the exception of the S14.

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

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Class 6:

Power and weight calculated as in other classes. Maximum 2999cc 6 cylinders. Aimed at MXX & NXX standard engines and induction. Standalone/aftermarket ECUS are not permitted. Minimum weight 1000kg inc driver after the race. Forced Induction cars are not permitted in Class 6.

To illustrate the differences in permitted modifications between M2 and Class 6, please see the table below:

	Class 6	Class M2
Air Filters	After market induction kits or air filters permitted up to air mass	Permitted
ECU	BMW Standard ECU (remap permitted)	Standalone/Aftermarket permitted
Throttle bodies	Standard OEM fitment to chassis	Permitted
Airbox	Aftermarket or CSL air boxes are not permitted	Permitted
Air Mass Meter / Air Flow Meter	Functional original spec BMW fitment	Open
CAMS	Standard Original Spec unmodified fitment	Reprofiled and aftermarket permitted
Tyres	Max width 245	Max width 255
Rear Aero	BMW OEM or copy, BMW GT, DTM, M3 Cup, STW, position not modified or extended	Max size mm (1420x340x350) exc end plates
Suspension	OEM, 1 or 2 way	3-way
Panels	Lightweight boot, bonnet, <u>bumpers &</u> wings permitted	Lightweight panels permitted
Roof	Original or OEM panel	Carbon/composite roof permitted
Doors	OEM, no fibreglass/carbon	Fibreglass permitted
Engine Internals	OEM Engine internals/parts	OEM Engine internals/parts
Engine to Chassis	Engine model in period	BMW Engine period does not need to match chassis
Min Weight	1000 kgs	<u>900kgs</u> 1100 kgs

BMWcup:

Controlled standard MS43 ECU E46 325 (all body types) (BMWcup specific regulations apply) – see appendix 1

Class 4:

Power and weight calculations will apply based on performance, 4 or 6 cylinder engines, M or N designation, standard ECU. Minimum weight 900kg inc driver. Forced Induction cars are not permitted in Class 4.

Invitation:

Invitation class – Any BMW model – can run invited by the club or who don't wish to register ([see section 1.6.9](#)) – or the does not fit a current class or the club wishes to assess for class allocation (use of 1B 1C tyres is allowed for first invitation race) – ~~Minimum weight of 1220kg applies power and weight to be agreed with BMWCCR Committee~~

5.5: CHASSIS:

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

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

In addition to Q13.1.3, it is recommended that cars should where possible be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour.

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

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

5.6: BODYWORK:

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

M1 & M2: ~~Fibreglass- Lightweight:~~ bonnet, boot, tailgate, wings, bumpers and doors are permitted. Roof: Carbon/composite permitted

Class 6 and Class 4: Lightweight boot, bonnet, bumpers and wings permitted. Roof: Original or OEM panel. Doors: OEM, no fibreglass/carbon

Aero and body kits: Cars may use original or replica BMW factory supplied bodykits such as those fitted to "works" or "factory produced" race cars. Any other body kits ~~or arch-Competitors should~~ must receive the organiser's written approval before purchasing or fitting any body-kit.

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

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

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

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

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

Class M2, 6 & 4: Cars may be fitted with spoilers originally supplied by BMW for that model car or a direct copy approved by the club's eligibility scrutineer and coordinator. A list of acceptable spoilers is listed below. If the cage has a diagonal or cross then a carbon roof is allowed in Class M2 ONLY. A rear diffuser is permitted but must not protrude externally beyond the bodyline or begin beyond the original location of the rear of the spare wheel/space saver position on the boot floor. Diffusers may not attach to the rear panel. Underside body shell contours must remain as production shell, no additional aero devices are permitted on the underside of the body other than fitting of standard BMW manufactured items. Rear bumper panel can be removed.

M2: Rear spoiler - Max size mm (1420x340x350) exc end plates

Class 6 and 4: Rear Spoiler BMW OEM or copy, BMW GT, DTM, M3 Cup, STW, position not modified or extended

M2, Class 6 and 4: The spoilers must not extend beyond the maximum width of the vehicle or above the maximum height of the roof.

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

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

1. Modifications Permitted:

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

2. Interior: Driver's seat must be replaced with a competition seat fitted in accordance with K2.2. All passenger seats, floor coverings, roof lining, sound deadening materials, radio/stereo units, speakers and associated wiring may be removed. Redundant interior metal bracketry such as rear seat mountings may be removed, however competitors should bear in mind that if the removal of any material results in weakening the structural integrity of any panel, then the Clerk of the Course (at their own discretion) will be fully authorised to exclude the vehicle from competing.

Spare wheel & associated parts, and all tools must be removed. Additional instruments are permitted, but the original dash binnacle (for M1 & M2, this can be replaced with a lightweight dashboard of a similar profile) and instrument cluster, must be retained and fitted in their original positions. The dashboard must be retained and securely fitted in its original position, however localised trimming is permitted to allow roll cage fitment and the addition of aftermarket switchgear or pull cables. The removal of the glovebox, lid and hinges is permitted. The steering wheel may be changed. Air bags must be disabled if the standard steering wheel is used. Glass sunroofs must be removed or replaced as per MOTORSPORT UK regulation Q13.10.6.

3. Exterior:

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

4. Silhouette:

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

5. Ground Clearance:

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

2. Modifications Prohibited:

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

5.7: ENGINE:

To qualify the basic engine needs to be as fitted and supplied to production BMW models available through the dealer network and produced in volume (1000 units or more within the EU.) Forced induction engines are only permitted in class M1

1. Modifications Permitted:

M1:

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

M2:

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

Class 6 & Class 4:

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

2. Modifications Prohibited:

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

3. Oil/Water cooling:

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

4. Induction:

Turbo Petrol engines and Turbo Diesel engines will only be permitted to race in M1 providing they meet the criteria for the maximum power to weight ratio. Retaining factory charger and function specification.

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

Aftermarket & Standard Independent throttle bodies are allowed in M1 & M2

Standard Independent throttle bodies are not permitted in BMWcup, Class 6 and Class 4 unless fitted to an S14 engine.

For forced induction cars only original throttle bodies correct for the type of engine used are permitted.

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

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

5. Exhaust systems:

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

6. Ignition systems:

M1 and M2: The ignition system is free.

Class 6, BMWcup & Class 4: Cars must retain the standard BMW ignition system,

All Classes: For cars fitted with aftermarket ECU's only one map is permitted. If more than one map is present within the ECU the penalty will be exclusion, ECU's must remain "unlocked" to allow compliance checks to be made. For cars utilising OEM ECU's capable of running multiple maps such as the standard E46 M3 ECU Sport Mode, if more than one map is present the car will be tested on all maps and the highest power output will be used to determine compliance with the regulations. Standalone and "piggy back" ECU's (including JB4 models) with the potential for Bluetooth communication are not permitted.

7. Fuel delivery systems:

All Classes (except BMWcup – see Appendix 1): Fuel pumps, fuel tank, swirl pot and lines are free.

5.8: SUSPENSION:

All Classes (except M1): Cars must use the standard suspension pickup points on the body/chassis of the car and the suspension must use the original design/type i.e. McPherson Strut that was applicable to the original vehicle model and design. Suspension components are interchangeable from one model to another as long as the chassis pick-up points remain as original.

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

M1: Cars must use the standard suspension pickup points on the body/chassis of the car, except for the lower arm pick up point on the rear subframe (this is free), and the suspension must use the original design/type i.e. McPherson Strut that was applicable to the original vehicle model and design. Suspension components are interchangeable from one model to another as long as the chassis pick-up points remain as original.

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

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

Class 6: Two-way adjustable dampers are allowed.

Class M2: Up to Three-Way adjustable dampers (bump, rebound and high speed rebound) are permitted.

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

1. Modifications Permitted:

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

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

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

2. Modifications Prohibited:

None other than listed in 5.8 & 5.8.1

3. Wheelbase/track:

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

5.9: TRANSMISSIONS:

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

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

1. Permitted modifications:

None

2. Prohibited modifications:

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

3. Transmissions & Drive ratios:

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

5.10: ELECTRICS

Exterior Lighting: Must be as per standard fitment and to EC requirements and be fully operational. Front lights/lamps must be taped to MOTORSPORT UK regulations or covered with a transparent protective plastic / vinyl film. (exception is using a single full beam for cold feed in Class's M1 M2 6 and 4)

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

3. Batteries: No restrictions on type or location subject to MOTORSPORT UK regulations. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used.

4. Generators: A fully working standard alternator and standard pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

5. Wiring: The vehicle wiring loom may be modified.

5.11: BRAKES

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

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

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

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

5.12: WHEELS / STEERING

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

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

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

4. Dimensions:

Wheel diameter:

Class M1, M2	18", 17", 16" & 15" (plus 19" for Uniroyals but only if 19" were available as new on the model in UK)
Class 6	18", 17", 16" & 15"
BMWcup	17"
Class 4	17", 16", 15"
Invitation	up to 19"

5. Wheel Spacers: Wheel spacers are permitted provided that the vehicle track remains within the limits permitted in rule 5.8.3 and they are of the 'hub-centric' type and of the correct p.c.d. Where spacers are used, they must be fitted in equal pairs across the axle. Universal wheel spacers are not permitted and competitors should ensure that wheel bolts are of sufficient length to adequately secure each wheel. Wheel hubs may be fitted with conversion studs to accept wheel nuts.

5.13: TYRES

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

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

Invitation and guest cars have the full choice of tyres within 1B, 1C Motorsport UK lists for one meeting

Permitted Tyres for Class M1, M2, BMWcup, 6 & 4 are as follows

Pirelli	Trofeo R	15"-18"	1B
MRF	ZTR (code 25 or 48 only)	17"-18"	1C
Nankang	AR1 & CR-S	15"-18"	1B
Uniroyal	Rainsport (any)	15"-19"	1B

The maximum permitted tyre width in each class is as follows:

Class M1 265mm

Class M2 255mm

Class 6 245mm

Class 4 235mm

BMWcup 225mm

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

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

The outlet locations, approved suppliers and booking forms are available via the website or through the co-ordinators

5.14: VEHICLE WEIGHT:

1. Minimum weights apply to each class including driver post practice or race. Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet etc.

M1 – ~~1200kg~~ 1100kg

M2 – ~~1100kg~~ 900kg

6 – 1000kg

Cup - 1250kg

4 – 900kg

Inv – 1250kg

2. The minimum vehicle weight for individual cars will be calculated from the declared or tested power of the vehicle. This figure must be displayed as a graphic on the side window of each car. The minimum weight includes the driver and may be checked post practice or race. Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet etc.

5.15: FUEL TANK / FUEL

1. **Types:** Fuel tanks are free (except BMWcup – see Appendix 1.)

2. **Locations:** If present, the standard fuel tank must be in standard position. The location of aftermarket tanks is free subject to meeting MOTORSPORT UK safety criteria.

3. **Fuel:** Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MOTORSPORT UK Yearbook for the current year.

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

5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in MOTORSPORT UK Blue Book regulation J. Chart 5.18.

5.17: NUMBERS & CHAMPIONSHIP DECALS

1. Race numbers – to be fitted as per the Motorsport UK bluebook
2. Organising Club and BMWCCGB on each side of the vehicle as instructed
3. All Sponsors' and partner decals to be fitted as instructed by the Club Co-ordinator
4. Class identifier alongside the competition number
5. Vehicle weight and declared power figure to be displayed in rear quarter window.
6. Driver's name fitted near to side race number
8. Front Sunstrips will be supplied by organisers and must be fitted in accordance with Q11.5.
9. Decals will be supplied by the Title sponsor, and/or any other sponsor and/or the Organisers.

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

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

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

- (i) The numerals must be at least 150mm high
- (ii) Be in the same colour and font as those displayed on the rear side windows
- (iii) Be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen. 750

Motor Club decals must be affixed prominently. Championship Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram supplied with those decals (see Appendix 4.) BMWCC & 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. Drivers may be requested to remove decals that are viewed as conflicting with official Championship Sponsors. Failure to comply will render the vehicle and driver ineligible to race. To be eligible to compete in races and obtain points, it is mandatory to display allocated partner decals. ———

- a) ~~Organising Club and BMWCCGB on each side of the vehicle as instructed~~ ———
- b) ~~All Sponsors' decals (as instructed by the Club Co-ordinator)~~
- c) ~~Class identifier alongside the competition number~~ ———
- d) ~~Vehicle weight and declared power figure to be displayed in rear quarter window~~ ———
- e) ~~Any other partner decals inc 750mc need to be placed in accordance with organiser instructions and guidelines 7~~

~~Front Sunstrips will be supplied by organisers and must be fitted in accordance with Q11.5. decals will be supplied by the Title sponsor, and/or any other sponsor and/or the Organisers.~~

~~Driver names on side windows~~

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

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

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

6. PADDOCK DISCIPLINE:

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

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

7. TECHNICAL CHECKS:

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

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

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

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

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

8. CONTACTS

Race Organising Club and Contacts:

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

Commercial Undertakings:

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

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

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

9. MANDATORY SPONSOR DECALS

- 1. Positions:** Race numbers must be in accordance with MOTORSPORT UK regulation J4.1 or Q11.5.1. 750 Motor Club decals must be affixed prominently. Additionally, cars must have the following:

Names: Drivers proper or known name (first or surname) Max 50mm high under the race number The "Power figure" and given minimum weight – in white at least 20mm in height
Class identification – M1, M2, 6 BMWcup and 4 in a contrasting dayglo orange and 100mm in height

Cars will also be required to carry Championship sponsor's decals (where applicable) which must be affixed in or near the positions detailed on any diagram supplied with those decals. 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.

- 2. Suppliers:** Sponsors and Club decals will be available at the first Championship race in which the vehicle is entered.

10. NOMINATED ROLLING ROADS:

BMWCCR – BMW Car Club Racing Championship Designated Rolling Roads 2024

Beds/Buck/Herts

Revivals (Duxford) Revivals Garage
Lodge Road Thriplow,
Royston Herts
SG8 7RN

Tel: 01763 208043

Marlin Motor Engineers
(Milton Keynes)
Unit 4-5 Wellington Place
Bletchley Milton Keynes
Buckinghamshire
MK3 5NA

Tel: 01908 366256

Eastern

Alive Tuning (Louth)

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Unit 1 & 2 Meridien Centre
Belvoir Way
Fairfield Industrial Est.
Louth Lincolnshire
LN11 0LQ

Tel: 01472 812900

Midlands

TI Motorsport (Stoke) TI Motorsport LTD
Tegiwa House Sutherland Road
Stoke

ST3 1HZ

Tel: 01782 950315

Car Trac Dyno
Main Road
Pontesbury
Shrewsbury

Tel: 01743 790554

Mallory Performance
Unit 1-6
Mallory Park Race Circuit
Kirby Mallory

Tel: 0116 216 5112

West

RE Performance (Swindon)
Scuderia House,
Newcombe Drive,
Swindon
SN2 1EG

Tel: 01793 278069

North

Sheffield Rolling Road
Unit 4
Dannemora Dr
Sheffield S9 5DF

Tel: 0114 332 0154

Moorfield German Motors
Unit B
Moorfield Road Estate
Yeadon
Leeds

Tel: 01132508333

South East

KAP
Ross Way
Folkstone
Kent

Tel: 01303 228200

CCK Historic
Rosehill Farm Burnt Oak Road
High Hurstwood
Uckfield
E Sussex

Tel: 01825 733060

Harding Auto Services
Robin Hood Works Robin Hood Rd
Knaphill
S London

Tel: 01483 487626

South West

Collins Of Probus
Unit 2-3
Tresillian Business Park
Truro

Tel: 01872 520654

Powers Auto Ltd

Northway Trading Est
Northway Lane
Tewkesbury

Tel: 01684 296 675

Tipton Garage
Tipton St John
Near Sidmouth
Devon

Tel: 01404 812091

Scotland

Raceworx Performance Centre (Scotland)
Unit 2 Block 1 Hunting Park,
Livingston
EH54 5QS Tel:

Tel: 07483 161958

Centre for additional technical checks ONLY (via coordinators referrals)

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

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M1		M2		Class 6		Class 4	
BHP*	KG*	BHP	KG	BHP	KG	BHP	KG
500	1614	285	1448	285	1550	220	1481
490	1589	280	1421	280	1520	215	1444
480	1564	275	1393	275	1491	210	1407
470	1539	270	1366	270	1462	205	1370
460	1514	265	1339	265	1433	200	1286
450	1489	260	1311	260	1404	195	1272
440	1464	255	1284	255	1374	190	1259
430	1439	250	1257	250	1345	185	1222
420	1414	245	1230	245	1316	180	1185
410	1389	240	1202	240	1287	175	1169
400	1364	235	1175	235	1257	170	1154
390	1339	230	1148	230	1228	165	1115
380	1314	225	1120	225	1199	160	1077
370	1277	220	1100	220	1170	155	1038
364	1255	215	1100	215	1140	150	1000
354	1220	210	1100	210	1111	145	962
		205	1100	205	1082	140	923
				200	1053	135	905
				195	1023	130	880
						125	840
						120	800
Min	1200	Min	1100	Min	1000	Min	900

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M1		M2		Class 6		Class 4	
BHP*	KG*	BHP	KG	BHP	KG	BHP	KG
<u>450</u>	<u>1489</u>	<u>285</u>	<u>1440</u>	<u>285</u>	<u>1568</u>	220	1481
<u>440</u>	<u>1464</u>	<u>280</u>	<u>1413</u>	<u>280</u>	<u>1538</u>	215	1444
<u>430</u>	<u>1439</u>	<u>275</u>	<u>1386</u>	<u>275</u>	<u>1509</u>	210	1407
<u>420</u>	<u>1414</u>	<u>270</u>	<u>1359</u>	<u>270</u>	<u>1479</u>	205	1370
<u>410</u>	<u>1389</u>	<u>265</u>	<u>1332</u>	<u>265</u>	<u>1450</u>	200	1286
<u>400</u>	<u>1364</u>	<u>260</u>	<u>1304</u>	<u>260</u>	<u>1420</u>	195	1272
<u>390</u>	<u>1339</u>	<u>255</u>	<u>1277</u>	<u>255</u>	<u>1391</u>	190	1259
<u>380</u>	<u>1314</u>	<u>250</u>	<u>1250</u>	<u>250</u>	<u>1361</u>	185	1222
<u>370</u>	<u>1277</u>	<u>245</u>	<u>1223</u>	<u>245</u>	<u>1331</u>	180	1185
<u>364</u>	<u>1255</u>	<u>240</u>	<u>1196</u>	<u>240</u>	<u>1302</u>	175	1169
<u>354</u>	<u>1219</u>	<u>235</u>	<u>1168</u>	<u>235</u>	<u>1272</u>	170	1154
<u>342</u>	<u>1175</u>	<u>230</u>	<u>1141</u>	<u>230</u>	<u>1243</u>	165	1115
<u>331</u>	<u>1135</u>	<u>225</u>	<u>1114</u>	<u>225</u>	<u>1213</u>	160	1077
<u>322</u>	<u>1102</u>	<u>220</u>	<u>1087</u>	<u>220</u>	<u>1183</u>	155	1038
		<u>215</u>	<u>1060</u>	<u>215</u>	<u>1154</u>	150	1000
		<u>210</u>	<u>1033</u>	<u>210</u>	<u>1124</u>	145	962
		<u>205</u>	<u>1005</u>	<u>205</u>	<u>1095</u>	140	923
		<u>200</u>	<u>978</u>	<u>200</u>	<u>1065</u>	135	905
		<u>195</u>	<u>951</u>	<u>195</u>	<u>1036</u>		
		<u>190</u>	<u>924</u>	<u>190</u>	<u>1006</u>		
<u>Min</u>	<u>1100</u>	<u>Min</u>	<u>900</u>	Min	1000	Min	900

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

Appendix 1 – BMWcup Specifics

- 1. Logbook**

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

External body bodypanels and silhouette as per original factory E46 325 (all body types)
All Steel panels – can be trimmed/skinned – rear seat and seatbelt mounts can be removed
OEM Bumpers, front under tray, bulkheads to remain standard, dealer supplied rear spoiler is allowed, no front splitters
- 2.1 Rear End**

Standard pick up points. Rear beam to be Standard. Superpro bushes can be fitted Shafts, Hubs and trailing arms to remain standard
- 2.2 Front end** - Beam to remain standard, Lower arms to be as original other than Superpro bushes
- 2.3 Windows** - Polycarb windows allowed (side/rear), if heater removed – a heated screen to be fitted
- 3. Engine** Fitted as standard to the E46 325 – all specification to remain standard)
M54B25 2,494 cc (152 cu in) engine with an 84 mm (3.3 in) bore and 75 mm (3.0 in) stroke. Output 141 kW (189 hp) at 6000 rpm and 245 NM (181 lb·ft) torque at 3500 rpm.
To avoid avoidable costs all competing engines can be purchased for £1000+vat (STC)
- 3.1 Induction** OEM up to and including Air Mass meter (AMM) plus standard or approved K&N filter
- 4. Fuel** Standard tank, pump and pickup and fuel. Twin pumps or M3 baffle can be fitted
No swirl pot or external lift pumps or additional pressure devices
- 5. Suspension**

Standard position an operation design
Dampers - PSS9/10 Bilstein coilover kit. Top mounts - Standard or K-Mac as per parts list
Eibach Springs - Front - Approved Race springs, Rear - Approved Tri rate coil spring
Antiroll bars remain standard diameters F-27mm R-19mm, standard ARB links Front
lower arm bushes can be offset with bushes or kept standard
- 6 Steering** - Unmodified purple tag steering rack, with standard PAS
- 7. Transmission**

Original Getrag 5 speed manual as fitted to E46 325 –The standard flywheel and clutch can be used or the solid BMWcup version mated with the E36 M3 Evo clutch.
- 7.1 Differential** - Standard unit as fitted to E46 325ti – smooth case - open (**non LSD**) 3.23 CW
- 7.2 Propshaft** - Original as fitted to E46 325
- 8. Electrical** - Standard MS43 ECU – will be swappable an retain standard map
No – piggy back control units for engine or traction aids - disqualification could result
- 9. Safety** – approved 6 point bolt in cage by custom cages – other as per BMWCCR regs
- 10. Brakes** Standard ATE calipers and disc size – can upgrade hoses and brake fluid
Front – discs vented 300mm diameter / 52mm height/22mm thickness
Rear size discs vented 294mm diameter / 60 mm height/19mm thickness
Approved Discs – Front GD932 or USR932 Rears – GD933 or USR933 Approved
Pads — DP51211NDX and DP51289NDX
- 11 Wheels and tyres**

Wheels – 17” Diameter, Maximum width 8.5” Tyres –
see 5.13
- 12. Weights** - Minimum weight 1250kg
- 13. Exhaust** – Vortex/**Superspint/Standard OE** exhausts cars must run with the lambdas as originally fitted
Exhaust manifold to remain standard – with catalysts intact and operational
- 14. Costs** BMWcup is designed to be cost effective entry to racing and discounts are available

15. **Driver Standards** - Refer to driving standards within BMWCCR regulations.
16. **Contacts:** Neil McDonald 07767688233 neil@bmwcarclubgb.co.uk