



<p>2011 Production BMW Sporting & Technical Regulations</p>
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1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2011 Production BMW Championship is organised and administered by **MotorSport Vision Racing** in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: **CH2011/R102**

Race Status: **National B**

MSA Championship Grade: **D**

1.2 Officials:

1.2.1 Co-ordinator: Julian Newman

1.2.2 Eligibility Scrutineer: Chris Mount

1.2.3 Championship Stewards: Rick Smith
Bill Shewan
Mike Dixon
Chris Norman

Any three of the above may reach a decision.

1.2.4 Clerk of the Course: Anita Williams

1.3 Competitor Eligibility:

1.3.1 Drivers must be racing members of Project 8 Racing Club. They must be in possession of a valid MSA Competition (Racing) NATIONAL 'B' STATUS Licence (minimum).
OR a valid licence issued by Motorsport Ireland.
OR be a Professional competitor in possession of a valid licence (which features the EU flag) and medical, issued by the ASN of a member country of the European Union.

1.3.2 For the Zandvoort round the licence requirement will be NAT A.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 All drivers must register as competitors 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.

1.4.2 The Registration Fee is £100 - Made payable to:- Project 8 Racing Club



1.4.3 Registrations will be accepted from 1st November 2010 until the closing date for entries to the final round.

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship.

1.5 Championship Rounds:

The **Production BMW Championship** will be contested over 17 races at the following 9 race meetings:

Date:	Circuit:	Organising Club	Qualifying Races ¹
19/20 March	Snetterton 300	MSVR	2
22/3 April	Donington Park	MSVR	2
1/2 May	Brands Hatch Indy	MSVR	2
21/22 May	Cadwell Park	MSVR	2
4/5 June	Brands Hatch GP	MSVR	2
2 July	Oulton Park Int.	MSVR	2
23/24 July	Castle Combe	CCRC	1
10/11 September	Zandvoort	HARC	2
29 October	Donington Park	MSVR	2

[Note ¹ – The number of races at this event that qualify for Championship points.]

1.5.1 In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds.

1.6 Scoring:

Points for the title will be awarded at each race according to the following scale but a driver must only count his highest scores from the total of all the points scoring races in the Championship less three (3).

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows: 30,28,26,24,22,20,18,16,14,12,10, 9, 8, 7, 6, 5, 4, 3, 2, 1, plus 2 for fastest single recorded lap in practice or race, provided that the driver in question is not the race winner. Should this be the case the additional points will not be re-allocated to another driver.

Subject to the above, where the format of the event is 'single practice - single race' or 'single practice - double race', the points for fastest lap will only be awarded once. For double practice, double race the points will be awarded twice

In addition, all competitors will be awarded a separate and additional 30 championship points for having successfully completed a full day as a marshal or steward at an MSA sanctioned event, subject to their race licence being signed to confirm completion of their duties; and the event having been run before or at the last championship round. Each driver claiming these points must present their signed race licence to a member of the committee who will record that they are eligible for these points before they will be added to the championship scores.

1.6.2 Competitors may only count a maximum of two scores in any race weekend.



1.6.3 A Driver will count his/her results from the number of races run, less two, for the overall Championship positions.

1.6.4 Ties shall be resolved using the formula in W1.3.4 in the 2011 MSA Yearbook.

1.7 Awards:

1.7.1 All awards are to be provided by Project 8 Racing Club.

1.7.2 Per Round: Trophy to winner, 2nd & 3rd place

1.7.3 Championship: Trophy to winner, 2nd & 3rd place

1.7.4 Bonuses:

Per Round: none

Championship: none

1.7.5 Presentations:

Garlands and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony.

1.7.6 Entertainment Tax Liability.

In accordance with current government legislation, Project 8 Racing is legally obliged to withhold tax at the basic rate on all payments to non-UK resident 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, Project 8 Racing 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:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 F 0151 472 6483.

1.7.7 Title to all Trophies:

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Championship Coordinator in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES



- 2.1 **Rounds:** In accordance with Section C of the 2011 MSA Yearbook and these regulations.
- 2.2 **Championship:** In accordance with Section C of the 2011 MSA Yearbook and these regulations.
3. **SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES**
- 3.1 **Entries:**
- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be three days before each round.
- 3.1.2 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 Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 3.1.4 Blank
- 3.1.5 In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the Project 8 Racing may at their discretion run Qualification Races. For Qualification Race Procedures see 3.13 of these Regulations.
- 3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries 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.
- 3.2 **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.
- 3.3 **Practice:**
- The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.



Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

3.4 Qualification:

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Q 4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q 4.5.

3.5 Races:

The standard minimum scheduled distance shall be 20 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

[The procedure for qualification races is specified in 3.13].

3.6 Starts:

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start OR the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2 The minimum Countdown procedures/audible warnings sequence shall be:-

Standing Start

Start Procedure: **In normal circumstances there will not be a green flag/formation lap.**

1. There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race;

2. A 'one minute' board will be shown on the startline; engines should be started at this stage. A '30 second' board will be displayed followed by a '5 second' board;

3. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the race.

Any change in the above procedure will be detailed in Final Instructions, by bulletin or by drivers briefing.

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

3.6.4 Any cars removed from the grid after the 1 minute stage shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.



3.6.5 Any drivers unable to start are required to indicate their situation as per MSA Regulation Q 12.13.2.

3.6.6 Blank

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

3.7 Race Stops

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

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and without overtaking and to return to the starting grid area which will automatically become a Parc Fermé area.

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.

3.7.2 Case A - Less than two laps completed by Race leader.

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

3.7.3 Case B - More than two laps completed by Race Leader but less than 75%
Any race stopped after the leader has completed more than two laps but less than 75 % of its duration will be considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order derived as in the following point. The result will be the order of finishing at the end of the restarted race, unless Championship Regulations specify otherwise.

3.7.4 Any race stopped after the leader has completed 75% of its duration will be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

In the interval between stopping and restarting the race cars may return to the pit area for repairs. They may join from the pit road after all the other cars have started. Non-runners at the time of stopping can restart from the pit lane, behind those referred to above. No work may be carried out on the grid unless on grounds of safety and with the approval of the scrutineer. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether.

3.8 Re-Scrutiny:

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.



3.9 Pits & Pitlane Safety:

- 3.9.1 Pits. Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 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 drive at minimum speeds in pit lanes.
- 3.9.3 Refuelling: May only be carried out in accordance with the MSA Q 13 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 3.9.4 Speed Limit Pit Lane Speed Limit will be 60 km/h

3.10 Race finishes:

After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 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.

3.12 Timing Modules

- 3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. See MSA GR Q.12.2.1 for further information.
- 3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 Qualification Races: In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

3.14 Operation of Safety Car (in accordance with MSA Section Q, Appendix 2)

- 3.14.1 The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.



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- 3.14.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start/finish line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 3.14.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.
- 3.14.4 When the order is given to deploy the Safety Car a waved yellow flag and “SC” board will be displayed at the start/finish line. The waved yellow flags and “SC” boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and “SC” board. This system may be supplemented by a message being simultaneously broadcast to all marshals’ posts if such a communication system is available.
- 3.14.5 Flashing yellow lights may also be used at the start-line and at other points around the circuit.
- 3.14.6 All competing cars, when notified of the Safety Car intervention (by the flag signals, “SC” boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
- 3.14.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.14.8 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 3.14.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.14.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.
- 3.14.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will maintain the pace set by the Safety Car. The race leader will dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.14.12 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the “SC” board withdrawn. Following this display of the start signal



- yellow flags and “SC” boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals’ posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.
- 3.14.13 Each lap covered while the Safety Car is in service will be counted as a race lap unless specified to the contrary in Championship regulations.
- 3.14.14. Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 3.14.15. Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.
- 3.14.16. In exceptional circumstances the following may apply:
- (i) The race may be started behind the Safety Car. In this case its revolving yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.
 - (ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
 - (iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.
 - (iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.
 - (v) The “SC” boards and Yellow Flags will be displayed at Marshals’ Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulation 3.14.10, 3.14.11 and 3.14.12.
 - (vi) All laps undertaken in this start procedure will be deemed to be counted as race laps
- 3.14.17. Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

4. CHAMPIONSHIP RACE PENALTIES:



4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C.3.3

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C 3.5.1 (a) & (b)

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C 3.5.1 (c)

4.1.3 Additional specific championship penalties:

Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Challenge in accordance with the 2011 MSA Judicial Procedure Regulations, as amended by these Championship Regulations.

In order to maintain standards of conduct, the championship coordinator 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 coordinator will notify the organisers who will issue a written warning that his / her driving behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action & will result in a championship steward's enquiry, with possible loss of championship points and refusal of further race entries.

i) Single Qualifying Session, Single Race: At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to the point during the event & shall be ineligible to score any points for the remainder of that event.

ii) Multiple Qualifying / Multiple Race: In the case of double header races or multi-races, where any of the following offences are committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) & the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

iii) Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a 'double header' event takes place at the same venue over a weekend & is conducted as two separate race days then this regulation shall only apply to each day individually.

The offence is:

Driving in a manner incompatible with general safety [C 1.1.5] where the Clerk of the Course imposes a penalty greater than a reprimand.

In the event that these penalties are imposed, the competitor is obliged to count the event(s) as one contributing to their overall Challenge position.



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- Penalty points will be reflected in Championship Points. Therefore each Penalty Point imposed will also deduct 3 Championship Points against that driver, even if this results in a negative score.
- 4.1.4 The Clerk of the Course may impose a Stop & Go or Drive Through penalty for infringements of the regulations in accordance with MSA Regulation Q 12.6.
- 4.1.5 The Clerk of the Course may impose a grid position penalty for the next round or rounds of the Championship for infringements of the regulations.
- 4.1.6 All competitors in the Production BMW Championship will be required to carry an on board in car 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. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting, the Championship Stewards or the Project 8 Racing Club Committee.
- 4.1.6i Registered competitors will be loaned a camera by Project 8 Racing Club. It will remain the property of Project 8 Racing Club at all times.
- 4.1.6ii It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. The camera will record continuously whenever the ignition system is live, no manual intervention is required. Video images are stored on an inbuilt Micro SD card which remains the property of Project 8 Racing Club which must be made available to the organisers or Project 8 Racing Club Committee upon request. In the event of an investigation requiring access to the images, the club may replace the card in the competitor's camera. The camera must be mounted in a position to be advised by Project 8 Racing Club.
- 4.1.6iii Footage may not be reviewed by the competitor until the time for Protests has elapsed. Failure to comply may result in the sanctions provided for in '5' below.
- 4.1.6iv In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied. The burden of proof to establish the cause of such failure will lie with the competitor.
- These may include but are not limited to:
A fine of up to £775
Exclusion
- 4.1.6v The Clerk of the Course may also refer the matter to the Championship Stewards for further sanctions including but not limited to loss of Championship points.
- 4.1.6vi The Project 8 Racing Club Committee may also review footage as it deems may be necessary.
- 4.1.6vii At all times cameras must be fitted in accordance with MSA Regulations and be approved by the Chief Scrutineer in accordance with J.5.20.5
- 4.1.6viii Images on the SD Card remain the property of Project 8 Racing Club and may not be shared or otherwise used on social networking sites, forums or any other internet media without the written permission of Project 8 Racing Club.



4.2 **Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:**

As per 2011 MSA Judicial Procedure Regulations.

5. **TECHNICAL**

5.1. **CLASSES:**

There is a single class for the BMW E30 2 door coupe, 4 door saloon, 5-door estate ('Touring') or Convertible (for the avoidance of doubt, NOT Baur Cabriolet) BMW vehicles designated 318i and 320i with either the four cylinder eight valve M40 engine or the six cylinder M20 engine.

Should one particular model prove to have unequal performance, the Championship Organisers reserve the right to review data a maximum of three times during the Championship season and to introduce performance equalising measures accordingly. These measures may involve the fitting of additional weight or performance controlling equipment to either one or all of the models.

5.2. **GENERAL DESCRIPTION:**

5.2.1 The Championship is for BMW E30 series cars running either the 8 valve 1.8 litre four cylinder engine, designated M40 or the 2.0 litre six cylinder engines designated M20 as supplied fitted to the 318i and 320i models respectively. These models must have been produced in Germany for sale to the general public as shown in sales brochures and obtained through the European BMW dealer network. Left hand drive models should refer to 5.7.1.xi.

The Championship is intended to provide close racing between drivers and not a technical challenge for preparation experts. The intention of the technical regulations is to create a car that is as safe as possible, fun to drive and yet remain as close to standard as possible. If you are contemplating any modifications about which you are unsure, you should call upon the Championship Eligibility Scrutineer for a decision. **Competitors should assume that unless a modification is specifically permitted, that any modification is prohibited.**

Drivers must enter the Championship with either a 320 or 318 model as specified on the registration form. If a change of model is desired during the season, permission must first be requested from and approval given by the Championship Organisers.

5.2.2 Cars must be presented to a high standard. Excessive corrosion, poor paintwork or significant bodywork damage may result in exclusion from the race / practice entered.

5.3. **SAFETY REQUIREMENTS:**

5.3.1 All MSA Section Section K Safety Regulations apply as relevant and the following;

- i) A suitable FIA approved competition seat with integral lateral head restraints designed for use with a six-point harness and with appropriate mountings must be fitted according to regulation K 2.2
- ii) A suitable harness of six-point design and carrying an in date FIA approved label must be fitted according to regulations K 2.1.3



- iii) The use of an approved HANS device is recommended. To ensure correct fitment, please refer to the document published by the FIA Institute for Motor Sport Safety entitled “Guide for the use of HANS in international motor sport”.
- iv) A plumbed-in fire extinguisher is required as detailed in regulation K 3.2 of minimum capacity 3.5 litres or 2.0kg for gas systems.

5.3.2 A rollcage as defined by Section K 1.6.1 must be fitted. The Safety Devices B6 rollcage (MSA/FIA homologation no. 574) is permitted. Other rollcages are permitted providing that they meet the following:

- i) Optional reinforcement members may be fitted as described in MSA K.1.3.5. It is recommended to fit a transverse reinforcement member between the main rollbar as described in K 1.3.5 (a) but note that these must not be attached to the bodyshell.
- ii) Additional mounting points may be made to the bodyshell directly above the rear beam
- iii) Rollcage and Reinforcement Members must be made only of cold drawn seamless carbon steel meeting the minimum standards specified in K 1.4.1.

The following applies to all rollcages:

- i. Doorbars as specified in K 1.3.5 must be fitted.
- ii. Triangulation between the front legs and the front suspension tower is permitted as shown in Section K Appendix 2, drawing 11 but refer to 5.10.1.ii.
- iii. Protective padding must be fitted as described in K 1.3.6 and K 1.6.6.

5.3.3 For the Zandvoort round drivers personal safety equipment must comply with the provisions of FIA Appendix L.

5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 Cars must fully comply with all relevant requirements of the 2010 MSA Year Book sections J and Q and these regulations.

5.4.2 There should be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with MSA Regulation Q19.1.3. In respect to front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

5.4.3 A wide angle interior rear view mirror must be fitted in order to cover the car’s blind spots.

5.4.4 Engine Sealing: Wire or paint may be used. To allow for scrutineers wire seals, every installed engine must have 1.6mm holes drilled in readily accessible locations:
A - Sump: Cross drilled through two adjacent retaining screws or studs.
B - Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.

Engines may be sealed from the car’s first event. Thereafter the seals must be in place at all times. If a seal needs to be removed for any reason, the entrant must request the permission of the series scrutineer who will then re-seal at the first opportunity.

5.4.5 Vehicles in use by disabled drivers competing in accordance with H 12 are permitted to make the following modifications:



- i) Hand controls that operate brakes and throttle may replace or supplement the foot pedals.
 - ii) An electronically operated clutch may replace or supplement the foot pedal.
 - iii) An Automatic transmission as fitted to "automatic" models may be used.
 - iv) The steering rack from the BMW E36 or Z3 may replace the standard item.
- 5.4.6 Pattern parts meeting original manufacturer's specification are permitted. It is the competitors responsibility to provide evidence that any changed parts are to the manufactures specification

5.5. CHASSIS:

The construction type, design and material must remain as standard. Lightening or reducing the chassis strength is prohibited. Additional strengthening of the chassis is prohibited (e.g. seam welding). The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness & contour. For the benefit of doubt, chassis is defined here to include the body shell, wings, doors, bonnet, boot-lid, roof and panels. Proprietary body repair materials are permitted.

5.6. BODYWORK:

As per regulation J 5.2. Q 19 also apply as relevant

5.6.1 Modifications permitted but not mandated

- i) All sound proofing and heat shielding material may be removed
- ii) Mechanically operated items may replace electrically operated items provided that the substituted mechanical parts were available on the 318i/320i E30 models. It is not permitted to replace an electrically operated part with a non-standard alternative mechanical part or mechanism. All mechanical parts must be fully functioning.
- iii) Sunroof mechanisms can be removed entirely. If the sunroof panel is removed it must be replaced with a steel sheet at least the same material and thickness as the roof skin (see Q19.14.6).
- iv) A strut brace between the front strut towers may be fitted.
- v) A strut brace between the rear strut towers may be fitted. If this is part of the Rollcage then refer to 5.3.2.iii and K 1.3
- vi) Items originally fitted as optional extras to the vehicle may be removed. This includes:
 - Cruise control
 - Air conditioning
 - Headlamp wash/wipe
 - Front fog lights or front fog lamp blanking plates.
 - In-cabin headlamp height adjuster
- vii) The original engine undertray may be removed or replaced with a metal skid plate to protect the sump provided that the plate is not more than 100mm wider than the sump and extends no further back than the front bulkhead.
- viii) A metal skid plate may be fitted to cover the fuel tank. The plate itself may not extend more than 100mm beyond the tank in any direction.



- ix) Door cards may be removed. If removed, they must be replaced with an alternative panel that protects the driver from sharp edges and the intrusion of metal structures in the event of a side impact.
- x) A boot spoiler may be fitted to the rearmost edge of the boot lid. This spoiler must be of the same material and dimensions as BMW part “HECKSPOILER TYP 1 916 038”.
- xi) Number plates may be removed.
- xii) Headlamps may be covered with protective tape provided they are not coloured red. Transparent plastic, Perspex or polycarbonate covers may be fitted in front of the headlamps provided that they extend no more than 15mm from the outer edge of each headlamp
- xiii) Modifications to the bodyshell are permitted to accommodate the rollcage reaching the front suspension tower and rear upper suspension mounting point. Where holes have been cut to fit the rollcage they shall be no more than twice the diameter of the rollcage member to be fitted. All such holes shall be sealed according with J5.2.2 after fitting the rollcage. (See 5.3.2)
- xiv) The bonnet catch mechanism may be replaced with aftermarket fasteners. Bonnet security clips should be made from steel and have either a 50mm x 50mm or 50mm diameter spreader plate/washer at least 1.5mm thick between the bodywork and retaining nut. Redundant bonnet hinges and support struts may be removed but refer to 5.5.
- xx) 4-door and estate models may remove the interior material and window mechanisms from the rear passenger doors.
- xxi) Estate models may remove the interior material and hinge mechanisms from the tailgate but refer to J.5.2.8.
- xxii) The wheel arch liners may be removed and the inner lip of the wheel arch may be “rolled” to prevent fouling the tyre but no material may be removed.
- xxiii) All side window glass may be removed from convertible models
- xxiv) Post-facelift plastic bumpers may be fitted to pre-facelift, chrome-bumpered cars.

5.6.2 Interior

- i) All passenger seating must be removed. The driver’s seat must be replaced as per 5.3.1.i. The front passenger seat may be replaced with a competition seat, fitted as per K2.
- ii) Any interior trim including dashboard trim, carpeting and sound proofing may be removed.
- iii) Window winding mechanisms, boot and door locks and catches must remain in place but can be disabled for safety reasons.
- iv) The dashboard may be modified to allow the fitting of the rollcage but no other material may be removed.. Windscreen vents must remain to allow demisting. Driver and passenger facing vents may be removed.

5.6.3 Modifications prohibited:

Refer to section 5.2. The following examples are for the avoidance of doubt.

- a. Silhouette must remain standard. All spoilers, dams, splitters, aerofoils and diffusers are prohibited other than that mentioned in 5.6.1.x. For the avoidance of doubt, all side trim rubbing strips must be retained.
- b. All window glass must be retained as originally fitted except where allowed by 5.6.1 xviii. If nets are used to cover open side windows then the glass must still be retained.
- c. Material, thickness and profile of external body panels may not be changed.



- d. Plan must be as standard with no extensions to wheel arches permitted.
- e. The use of any undertrays, diffusers or any other aerodynamic device fitted to the underside of the vehicle, other than those fitted as standard, are prohibited but refer to 5.6.1.vii and 5.6.1.viii.
- f. All bumpers must remain in complete condition. Bumper dampers, filling and all bumper mounting points must be retained.
- g. With the exception of front fog lamp covers, no other front grills or covers may be removed and must be maintained in good order.

5.7 ENGINE:

5.7 To facilitate technical scrutineering, engines will frequently be power tested with a handheld dynamometer, known as a Schrick meter and operated in accordance with the procedure set out by the Championship Organisers. In order to assist this process, all competing cars must be fitted with a standard electrical connection compatible with the Schrick meter. Schrick connectors and fitting instructions are available on request from the Championship Organisers. The maximum Schrick power measurements are in the table below.

RPM Model	3000	3500	4000	4500	5000	5500	6000
318i	58	62	77	88	95	97	93
320i	61	66	81	98	104	115	113

Any cars which exceed any of the maximum permitted power measurements will be sealed and retested. If a second reading exceeds these figures then, the car will be subject to further investigation. This will include further power testing on a rolling road and may also include engine strip and internal investigation. . The cost of further power testing, engine strip and rebuild will be the competitor's responsibility, regardless of the outcome Rolling road testing will take place at Atspeed Racing, Rayleigh, Essex. Maximum BHP "at the wheels" figures for rolling road testing are in the table below.

RPM Model	3000	3500	4000	4500	5000	5500	6000
318i	61	73	85	95	102	103	95
320i	57	65	85	97	105	116	114

In addition, maximum BHP at the wheels, as measured by the rolling road, must be no more than 103 for the 318i and 117 for the 320i. Rolling road operators are Judges of Fact.

As described in 5.2.1, the ethos of the championship does not extend to the building of race engines to the limit of the permitted modifications, Competitors seeking such advantage should expect to exceed the maximum Schrick unit figures.

Please note that the Schrick unit figures are subject to review and may be changed in the light of further investigation. For the avoidance of doubt, any result produced by the Schrick meter will NOT in itself result in a non compliance report.

As per MSA regulations J 5.4 and the following.

5.7.1 Modifications permitted but not mandated



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- i. Cleaning and decoking of the cylinder head is permitted but polishing, deburring, machining or any other modifications are prohibited so that the original surface finish shall remain untouched.
- ii. The cylinder head may be skimmed to a minimum height of 140.6mm for the 318i and 124.7mm for the 320i. Skimming the head and reboring the block will increase the compression ratio of the engine above standard. To avoid building an over-power engine, it is advisable to use a thicker head gasket in order to restore the original compression ratio.
- iii. The crank journals may be machined, to solely permit the fitting of proprietary oversize bearings.
- iv. The cylinder bores may be bored out to permit the fitment of oversize pistons, the maximum overbore piston diameter is 84.5mm for the 318i and 80.5mm for the 320i.
- v. Valve guides may be bored out to allow the fitting of oversize valve stems in +.01mm or +.02mm, or to fit inserts permitting the fitment of standard size valve stems.
- vi. The standard sump may have baffles, a baffle plate, crank scraper or windage tray fitted to prevent oil starvation. No other sump modifications are permitted.
- vii. An oil cooling system consisting of oil radiator, oil filter head and associated pipework may be fitted solely for the purpose of reducing engine oil temperature.
- viii. The original radiator cowling may be removed but non-standard cowling is prohibited. All other cowlings must be fitted.
- ix. Coolant hose material is free and hoses may be modified to accommodate an additional temperature sender.
- x. 318i models are permitted to use 320i engine mounts provided that the engine dampers are removed. Alternatively, 318i models may replace the engine dampers with a solid rod provided that the 318i engine mounts are retained.
- xi. All cars must use the standard exhaust manifold as fitted to the right hand drive models and may not be modified in any way. The remainder of the exhaust system is free provided that it exits at the rear of the car, but refer to 5.16.
- xii. The air filter is free but must be of OEM design and compatible with 5.7.3 iii.
- xiii. 318i models may use the M42 rocker cover in order to assist with oil filling.

5.7.2 Modifications prohibited

- i. It is not permitted to run a mixture of engine components, either mechanical or electrical. Engines must use the correct specification components as they left the factory as a complete unit. For the avoidance of doubt on the M20 engine, it is not permitted to run an early bottom end, or early high domed pistons with a late cylinder head, early engines must run the early head cylinder head. The correct ignition system for the engine must be used, engines that left the factory with jetronic ignition must use that system, and engines that left the factory with motronic ignitions systems must use that system.
- ii. No modifications to the engine or any ancillaries, including the fuel system (except fuel pump (5.15 v)), ignition systems or ECU are permitted. For the benefit of doubt, the engine must retain the standard specification block, pistons, con-rods, cylinder head, camshafts, valves, flywheel, fuel pressure regulator and fuel rail. No machining of any components is permitted other than those set out in 5.7.1.ii, 5.7.1.iii and 5.7.1.iv.
- iii. Additional engine balancing is prohibited.

5.7.3 For the avoidance of doubt

- i. Only the 8-valve, four-cylinder engine (designated M40) or the six-cylinder engine (designated M20) fitted to the BMW E30 318i or 320i models are eligible. For the avoidance of doubt, the 16-valve 318iS engine (designated M42) is not eligible.

- ii. The standard cooling fan shall be retained and no additional cooling fans are permitted.
- iii. The induction system must retain the standard airflow meter, throttle body, airbox (with correctly fitted panel air filter) and intake trumpet connected to the headlamp backing plate as per photo. No mechanically forced induction is allowed.



- iv. The 320i standard throttle body inlet aperture is 53mm diameter and airflow meter outlet aperture is 60mm diameter. The 318i standard throttle body inlet aperture is 58mm diameter and airflow meter outlet aperture is 65mm diameter.
- v. Exhaust lagging, heat wrap or other coatings are not permitted
- vi. The standard Bosch ECU model numbers are listed below, but refer to 5.10.3:

318i	320i
280 000 310	261 200 163
986 261 705	261 200 172
280 000 328	261 200 179
986 261 713	261 200 381
280 000 318	280 001 301
986 261 708	986 261 820
280 000 330	280 001 309
986 261 714	986 261 823
261 200 157	
- vii. The standard flywheel weights are 9.3kg for the 318i and 8.5kg for the 320i and these must be within $\pm 1\%$ of these figures.

5.8 SUSPENSIONS:

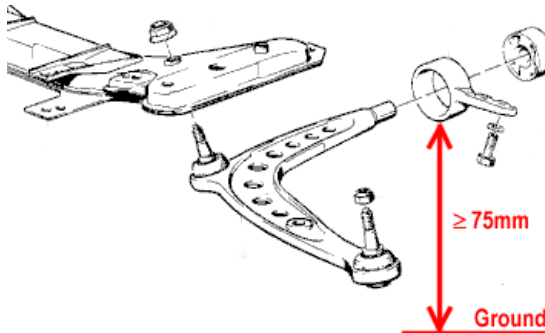
As per MSA regulations in J 5.5 and the following;

5.8.1 Modifications permitted but not mandated

- i) Front camber and castor is free provided that the centreline of the damper rod is within the standard suspension tower aperture. The top mounts on the front struts may be modified, or new mounting holes may be drilled on the top of the suspension tower in order to adjust camber and/or castor. Adjustable camber/castor plates may be fitted to the original mounts for the same purpose.

Front top mounts, including adjustable plates, may use a spherical bearing to locate and articulate the damper rod.

- ii) Bush material is free provided it is not made entirely of metal (with the exception of 5.8.1.i and 5.8.1.x)
- iii) The bushes at the rear of the front control arms may be of a non-standard design but refer to 5.8.1.ii. The control arm itself must continue to locate within the standard mounting.
- iv) Anti roll bars other than the standard front fitment to the 318i/320i (18.5mm diameter) are not permitted.
- v) Springs are free provided that they are constructed of steel but refer to 5.8.1.ix
- vi) Shock absorber manufacturers are free provided they are of twin-tube or mono-tube construction without external reservoirs and with no more than one manual mechanical damping adjustment. Bump stops of minimum 10mm high must be fitted and must exhibit elastic properties.
- vii) Front struts may be shortened and fitted with adjustable spring platforms. Rear dampers may be of coilover design with adjustable spring platforms provided that the original spring platforms are empty but refer to 5.8.1.vi
- viii) 51mm diameter struts as from the BMW E30 325i model may be used.
- ix) Ground clearance as measured from the lowest point of the front control arm rear bracket must be no less than 75mm at all times (as per diagram). All other parts of the car shall have no less than 40mm ground clearance..



- x) Rear shock absorber upper and lower mounts may use spherical bearings or replaced with aftermarket mounts Rear shock absorber lower mounts may be strengthened by adding additional material in that area. The location of suspension mounts must remain as standard.
- xi) The original rear spring platforms may be modified to accept adjustable spring platforms but these must locate the spring around the original centre point.

5.8.2 Modifications prohibited

- i) No changes to suspension pickup points are permitted except for that provided by 5.8.1.i.
- ii) All suspension components will be of the same design and made of the same material as that on the standard vehicle save for those permitted by 5.8.1.i, 5.8.1.vii and 5.8.1.x. Specifically aluminium components may not be replaced by steel components (or visa versa) and no component may be replaced by any composite material or alloys that include any element of Titanium or Magnesium.
- iii) No alterations to suspension geometry are permitted, other than those available on the standard car and as provided by 5.8.1.i and 5.8.1.iii, 5.8.1.v and 5.8.1.iii.
- iv) Rod ends or other spherical bearings are not permitted except for damper mounts as specified in 5.8.1.i and 5.8.1.x.

5.9 TRANSMISSIONS:



As per MSA regulations J 5.11 and the following

- i) Only gearboxes, clutches and differentials as supplied with approved engines in the E30 318i and 320i model ranges will be permitted, excluding the automatic transmission option, except where permitted by 5.4.5.
- ii) Gear ratios must be as supplied with the gearbox in production form. For reference, the standard forward ratios are 3.72, 2.02, 1.32, 1.00, and 0.80.
- iii) Gearbox and differential mounting and location points must be retained and used as intended by the manufacturer. Gearbox and differential mount material is free provided that it is not made entirely of metal.
- iv) The standard 318i/320i differential must be used, with a final drive ratio of 4.10:1. Differentials will be tested throughout the season. Limited slip differentials are prohibited. If a differential is found to offer an element of limited slip when tested on a scrutineer's rollers, this will be treated as a breach of technical regulations.
- v) A "short shift" gear lever (BMW part number 25.11.7.527.252) may replace the standard item.
- vi) The flexible hydraulic line that connects to the clutch slave cylinder may be replaced with a braided item.

5.10. ELECTRICS:

5.10.1. As per MSA regulation J 5.14.1 and the following;

- i) The standard heater/demisting mechanism (including rear window demisting) shall be retained, not modified in any way and shall be in full working condition.
- ii) The battery size and type is free but must be capable of starting the car unassisted. The battery must remain in its original location.
- iii) The standard battery clamp is inadequate and an alternative or additional battery clamp should be used.
- iv) The alternator must remain in its standard configuration and be operational at all times while the engine is running.
- v) No devices may be added or modified to provide any form of traction control, launch control or full-throttle gearshifts.
- vi) Electrical switches can only operate the function for which they were originally fitted into the car for and for no other purpose, with the exception of the key-operated ignition and starter switches which may be replaced by separate switches.

5.10.2. Modification to any electrical system, other than re-routing wiring, is not permitted with the exception of electrical supply to fuel pumps. As per Bodywork above, electric mechanisms may be substituted by mechanical. Sunroof mechanisms can be removed. Controls may be repositioned where allowable trim modifications require it (e.g. electric window switches, light switches).

The following redundant electrical items and associated wiring may be removed:

- i) On-board computers
- ii) Interior courtesy lamps
- iii) Boot illumination
- iv) Glovebox illumination
- v) Electric window override (safety) switch
- vi) Electric mirror control switch, providing mirror adjustment is still available. If electric mirrors are retained, the control switch need not be permanently installed.



- vii) Front fog lamps and switchgear.
- viii) Speakers, radio, tape player, 'head unit' or other In Car Entertainment systems.

5.10.3. Engine electronic control units (ECU's) will periodically be exchanged between competing cars with the same engine type or for a standard reference ECU held by the organisers. ECU's must therefore be easily accessible and be quickly removable and carry no markings other than the standard Bosch/BMW identification.

5.11 BRAKES:

The braking system shall be as standard as fitted to either 318i or 320i, as per regulation J.5.6.1 and the following;

- i) Anti-lock braking systems (ABS) must be removed or disabled.
- ii) Brake pad and shoe material is free but dimensions to remain as original equipment.
- iii) Discs are free but must be one-piece construction, steel, of original diameter and use standard callipers.
- iv) Adding of ducting and removal of splash guards only are allowed to improve brake cooling but refer to 5.6.3.i.
- v) Rear discs as per standard fitment to the BMW E30 325i or 318i/320i that provide for the optional ABS system are permitted but refer to 5.11.1.ii and 5.11.1.iii above.
- vi) No adjustment to the brake bias is permitted.
- vii) The standard flexible brake lines may be replaced with braided items.
- viii) Hydraulic brake lines may pass through the driver/passenger compartment as per J 5.12.1. The drilling of holes in the chassis of a diameter no more than twice the diameter of the brake line is permitted.

5.12. WHEELS / STEERING:

As per MSA regulations J5.7 and the following;

- i) The steering system including rack, tie rods and steering arms shall remain as standard except where permitted by 5.4.5.
- ii) Steering wheel height may be adjusted by modifying the steering column providing that any materials used are of adequate strength. It is strongly recommended that fasteners are regularly checked for security and tightness.
- iii) The steering wheel is free within MSA regulations.
- iv) Only steel or single piece aluminium alloy road wheels are permitted of 15" diameter, maximum width 7J, offset between ET 15 and ET 25. Tyres should not foul the body or chassis when the steering is turned under both static and dynamic suspension load.
- v) Wheel spacers are permitted provided that they achieve the same vehicle track as permitted by 5.12.iv. Competitors should ensure that wheel bolts are of sufficient length to adequately secure each wheel.
- vi) Wheel hubs may be fitted with studs to accept wheel nuts.
- vii) Power assisted steering may be disabled but refer to 5.12.i.
- viii) A spare wheel may be fitted in the original location and must be securely mounted.

5.13. TYRES:



From the tyres listed in the MSA Year Book, Section L, list 1b the control tyres for the championship are “Toyo Proxes R888” in 195/50R15 size and GG compound only. It is prohibited to cut the tyres in any manner and the original tread pattern must remain visible at all times.

5.14. WEIGHTS:

Weight is defined as the whole vehicle, including all consumables and fluids, at the end of each qualification or race entered including the driver in full racing kit.

Different minimum weights apply for 318i and 320i models, regardless of body style. All cars must achieve minimum weight as defined below.

318i	1065kg
320i	1125kg

Cars may carry ballast, as per MSA Regulation J 5.15, in order to achieve minimum weight.

5.15. FUEL TANK/FUEL:

As per MSA regulation J.5.13 and the following:

- i) The design and location of the fuel tank shall be as manufacturer’s specification.
- ii) A fuel tank guard may be fitted to the underside of the car as per 5.6.1. viii
- iii) Fuel pumps are free, subject to MSA requirements. For the avoidance of doubt, Swirl Pots and essential associated electrics and pipework are allowed.
- iv) Fuel lines maybe run within the driver compartment of the car as per J 5.13, The drilling of holes in the chassis of a diameter no more than twice the diameter of the fuel line is permitted.

5.16. SILENCING:

All vehicles shall conform to MSA regulation J 5.17. The exhaust must exit from the rear of the car.

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

5.17 NUMBERS/DECALS:

At all times competitors must observe the requirements set out in the MSA Year Book 2011, Q19.2.2.

5.17.1 To be eligible to compete, it is mandatory to display the following decals.

- i) AT SPEED Racing, on front wing and rear quarter (x4)
- ii) MSAR Safety, front of each wing (x2)
- iii) MSVR, each front wing above indicator side repeater (x2)
- iv) SELOC logo, rear quarter (x2)
- v) PBMW web address, rear quarter (x2)



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- vi) PBMW roundel, front wing below rubbing strip (x2)
- vii) OTHERS TBN

MSA Regulation J4 applies regarding competition numbers and backgrounds, which must be displayed to the satisfaction of the timekeepers.

Competitors are reminded that competition numbers must be displayed on the bonnet.

- 5.17.2 Competition numbers will be obtained at the competitor's expense. One full set of championship decals will be supplied by PBMW. A charge may be made for replacement decals.

All Championship decals and Championship sponsors decals must be displayed in their entirety and in accordance with the diagram in appendix 6.1.

- 5.17.3 Drivers may be required to display an MSVR badge on their overalls. 5.17.4 Competition numbers 115mm high within a rectangular outline must be carried in a contrasting colour on the upper right hand corner of the windscreen and the upper right corner of the rear screen. See 5.6.1.xiii.

- 5.17.5 Front and rear windows may be covered with championship or personal sponsor livery to a maximum depth of 250mm from the top of the window, measured from the centerline of the vehicle and must also comply with Q19.2.2.



6. APPENDICES:

6.1 Race Organising Clubs & Contacts:

MotorSport Vision Racing
Brands Hatch
Longfield
Fawkham
Kent
DA3 8NG

Gemma Mole
Tel 01474 875263
Gemma.mole@motorsportvision.co.uk
www.msvracing.co.uk

Project 8 Racing Ltd
Chy Mengleth
Twelveheads
Truro
Cornwall
TR4 8SN

Julian Newman
Tel: 07767 255706

6.2 Drivers representative

Mike Dugdale
info@pbmwc.co.uk