



**2018 The Toyo Tires Production BMW Championship
Sporting & Technical Regulations**



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1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2018 **The Toyo Tires 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: **CH2018/R080**

Race Status: **National B**

MSA Championship Grade: **C**

1.2 Officials:

1.2.1 Co-ordinator: Julian Newman

1.2.2 Eligibility Scrutineer: Nigel Hoyle

1.2.3 Championship Stewards: Brian Hemmings
Bill Shewan
Mike Dixon
Chris Norman

Any three of the above may reach a decision.

1.2.4 Clerk of the Course: Barry Morris or his nominated Deputy.

1.3 Competitor Eligibility:

1.3.1 Entrants must

- a) be fully paid up members of Project 8 Racing Club and
- b) be in possession of a valid 2018 MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the Project 8 Racing Club and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) National B* status Licence, as a *minimum* or
- (d) be 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)

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

1.3.4 Membership of MSVR is free on entry into an event.

1.4 Registration:

1.4.1 All drivers must register as competitors for the championship by April 1st 2018 using the on-line registration system at www.p8r.co.uk/p8r and paying the registration fee. Competitors registering after this date will not be eligible for points in 2018.

1.4.2 The Registration Fee is £150 - Made payable to:- Project 8 Racing Club

1.4.3 Permanent Competition numbers for the Championship will be advised prior to the first round.



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

- 1.4.4 Registrations for the Championship will be accepted from 1st February 2018 until the 1st April. Thereafter registrations will be accepted but competitors will be ineligible for points
- 1.4.5 The organisers reserve the right to decline any driver's registration for the championship. The organisers may withdraw a registration at any time, should the inclusion of the competitor or team be deemed by them not to be in the best interests of the championship subject to an appeal to the MSA and in accordance with Regulation H30.1.3 (b).

1.5 Championship EVENTS:

The **Production BMW Championship** will be contested over 14 races at the following 7 race meetings:

Date	Circuit	Organising Club	Qualifying Races ¹
14/15 April 2018	Donington Park National	MotorSport Vision Racing	2
19/20 May 2018	Brands Hatch GP	MotorSport Vision Racing	2
17 June 2018	Brands Hatch Indy	MotorSport Vision Racing	2
21 July 2018	Cadwell Park Full	MotorSport Vision Racing	2
11/12 August 2018	Snetterton 300	MotorSport Vision Racing	2
8/9 September 2018	Donington Park GP	MotorSport Vision Racing	2
29/30 September 2018	Rockingham ISSC	MotorSport Vision Racing	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:

- 1.6.1 a) Points will be awarded to Competitors listed as classified finishers in the Final Results as follows: 50,48,46,44,42,40,38,36,34,32,30,29,28,27... down to zero.

b) In addition, all competitors will be awarded a separate and additional 50 championship points for having successfully completed a full day as a marshal at an MSA sanctioned event, subject to their upgrade card being signed to confirm completion of their duties; and the event having been run before the last championship date. Each driver claiming these points must present their signed race licence to a member of the P8R committee at any time prior to noon of the last event of the season, 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 Ties shall be resolved using the formula in W1.3.4 in the current MSA Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- be deemed "Guest Competitors"
 - not score points and for the purpose of points scoring will be ignored
 - not qualify for Event awards
 - comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (a) and 1.3.2. (a and b), as appropriate.



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

1.6.6 Dropped scores will be applied as per W1.3.3 in the current 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 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.

1.7.5 Entertainment Tax Liability.

Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each event.

In accordance with current government legislation, the Project 8 Racing Club is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the [*] is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 F 0151 472 6483.

1.7.6 Title to all Trophies:

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. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 Entries:

2.1.1 Competitors are responsible for entering races via the on-line entry system and paying the correct entry fees prior to the entry closing dates which shall be three days before each round.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

- 2.1.3 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/Car changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of the Organisers.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and/or on the on-line entry system.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.
- i) All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class.
 - ii) 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.
 - iii) 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.
 - iv) Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later.
- Such approval to start **MUST** be obtained from the Clerk of the Course.

2.2 Briefings:

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

2.3 Qualification Practice:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5)
- 2.3.3 The grid for the first race will be formed by the fastest lap, the grid for Race 2 by the finishing position in Race 1.
- 2.3.4 In order to ensure fairness in qualifying sessions, the position in which cars leave the assembly area may be issued with the entry list.

2.4 Races:

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

The standard minimum scheduled duration shall be 15 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. In the event that race durations are longer, this will be announced in Final Instructions for the particular event.

2.5 Starts:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via Standing start
The minimum Countdown procedures/audible warnings sequence shall be:-

Standing Start

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



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

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.

- 2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
- 2.5.4 Any drivers unable to start are required to indicate their situation as per MSA Regulation Q 12.13.2
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 Session Red Flag

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

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

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.

2.7 Pits, Paddock & Pitlane Safety:

- 2.7.1. Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3. Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4. Speed Limit: Pit Lane Speed Limit will be 60 Km/h unless otherwise notified.

2.8 Race finishes:

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 Results:

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

2.10 Timing Modules

- 2.10.1 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 Regulation Q.12.2.1 for further information.
- 2.10.2 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.

- 2.11 **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. In the event of Qualification Races being run, the fastest lap point (1.6.1) does not apply for the Qualification Race.

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

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

2.13 ONBOARD CAMERAS

- 2.13.1 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.
- 2.13.2 Registered competitors must provide and fit an in-car video recording camera, capable of providing event video images. The camera must be positioned to ensure that the driver, the internal brake light and a clear external view forward are within the recorded images. The images must be stored in MP4 - a common video data format that does not require specialist software in order to be viewed.
- 2.13.3 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. The camera should record continuously whenever the ignition system is live, so that no manual intervention is required. Video images from the camera 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 competitor is responsible for carrying and fitting an alternative memory card should one be needed whilst this activity is completed.
- 2.13.4 In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied. The burden of proof to establish the cause of such failure will lie with the competitor.

Sanctions in accordance with MSA Regulation C2.1.1 may include but are not limited to:

A fine of up to £775

Exclusion



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

- 2.13.5 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.
- 2.13.6 The Project 8 Racing Club Committee may also review footage as it deems may be necessary.
- 2.13.7 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

3. SPECIFIC CHAMPIONSHIP 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 will invoke the provisions of Regulation C 3.5.1 (c)

4.2 **Additional specific championship penalties:**

Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship in accordance with the 2018 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 further action & may 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 practice, qualifying or race, where any competitor shall be found guilty of the offence covered by MSA Regulation C 1.1.5 "Driving in a manner incompatible with general safety, etc", where the Clerk of the Course imposes a penalty greater than a reprimand 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 the offence referred to in (i) above are committed during any practice or 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 referred to in (i) above 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.



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

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

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.

4.2.1 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.

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

As per current 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 Project 8 Racing Committee reserves 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 Project 8 Racing Committee 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 Project 8 Racing Club Committee.

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.

Scrutineers may fit data logger systems for their information only.

Competitors are responsible for removing any parts and ensure they have the tools and personnel available to complete the task as required by MSA officials.

MSA officials may remove the data card from the camera of any car.

5.3. SAFETY REQUIREMENTS:



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

- 5.3.1 All MSA Yearbook 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 2.1.4
 - iii) The use of an approved FHR device is mandatory. There is a bulletin issued by the MSA available at <https://www.msauk.org/assets/fhrguidance.pdf>. To ensure correct seat belt mounting and fitment when using a FHR device, please also refer to the document published by the FIA Institute for Motor Sport Safety entitled "Guide for the use of HANS in international motor sport" https://www.fia.com/file/2059/download?token=JZqU_uNN
 - 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.
 - v) An additional functioning brake light of equal or enhanced luminosity to the standard units must be fitted centrally at the highest point inside of the rear screen.
- 5.3.2 A rollcage as defined by MSA Regulation Section K 1.6.1 must be fitted. The Safety Devices B6 rollcage (MSA /FIA homologation number 574), is permitted.
Other rollcages are permitted provided they meet the following;
- i. Optional reinforcement members may be fitted as described in 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 mounting points
 - 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:

- iv. Doorbars as specified in K 1.3.5 (b) must be fitted.
- v. 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.
- vi. Protective padding must be fitted as described in K 1.3.6 and K 1.6.6.

5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 5.4.1 Cars must fully comply with all relevant requirements of the 2018 MSA Yearbook 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, to enable the vehicle to be moved in accordance with MSA Regulation Q19.1.3. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location and 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: Engines may be sealed for in season power testing. 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.



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

If a seal needs to be removed for any reason, the entrant must request the permission of the Championship scrutineer, Nigel Hoyle, who will then re-seal at the first opportunity.

- 5.4.5 Vehicles in use by disabled drivers competing in accordance with H12 are permitted to make the following modifications:
- Hand controls that operate brakes and throttle may replace or supplement the foot pedals.
 - An electronically operated clutch may replace or supplement the foot pedal.
 - An Automatic transmission as originally fitted to "automatic" models may be used.
 - 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 competitor's responsibility to prove a replacement part is of the same design and material as the original manufactured item.

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

- All sound proofing and heat shielding material may be removed
- 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.
- 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 MSA Regulation Q19.14.6).
- A strut brace between the front strut towers may be fitted.
- A strut brace between the rear suspension towers may be fitted. If this is part of the Rollcage then refer to 5.3.2.iii and K 1.3
- 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
- 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.
- 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.
- 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.
- 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".



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

- xi) Number plates may be removed.
- xxii) Individual headlamp lenses may be covered or replaced with metal, Perspex or polycarbonate covers may be fitted in place of or in front of OEM headlamps provided that they extend no more than 15mm from the outer edge of each headlamp. Or the OEM headlamp units may be removed but Perspex “lenses” must then be attached to the OEM headlamp rings in order to maintain the appearance of lamp units
- 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 J 5.2.2 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.
- xv) 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.
- xxv) Where extinguisher and electrical cut-out switch pull-cables are fitted to the scuttle, metal may be removed from the corresponding trailing edge of the bonnet to a maximum depth of 50mm for the sole purpose of providing additional relief and access to the pull-cables.
- xxvi) OEM rubber Engine mounts may be replaced as long as the replacements are not made entirely of metal.
- xxvii) All side trim rubbing strips may remain in place or be removed entirely, in which case fixing holes must be filled or covered.

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 K 2.
- 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.
- v) In order to allow the mandatory driving standards camera to detect the application of the vehicle’s brakes, a lamp securely positioned within view of the camera and of sufficient luminosity to be detectable by it must be connected to the existing brake light circuit, such that it illuminates in tandem with the standard brake lights upon application of the brake pedal.

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..
- 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.



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

- 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.
- h. Both Original wipers must be in place and operative. Washer jets need not remain on the bonnet but mounting holes must be covered or filled. An alternative means of delivering screenwash must be in place. The OEM Washer Bottle must be fitted in its original location

ENGINE:

To facilitate technical scrutineering, engines may be power tested with a handheld dynamometer, known as a Schrick meter and operated in accordance with the procedure set out by the Project 8 Racing Committee.

The Club will have at its disposal a **V-Tech VT-2** rolling road on which competing cars may be checked immediately after any track session. This will be from Parc Ferme unless otherwise indicated by the Championship scrutineer. Any car exceeding the stipulated power and torque figures stated in the regulations will be disqualified from the session (qualifying or race) and will only be permitted to enter the next session if it can be shown by a further test to comply. The cost of the second test will be borne by the competitor and will be charged at £50.

This will be the Championship designated rolling Road. When not at the track it will be located at Unit 5 Grange Farm Road Colchester Essex CO2 8JW. Email info@gravesmotorsport.co.uk for any appointment for testing.

Cars may be required at any point during the season to have components sealed and (at the driver's expense) attend the championship designated rolling road where the car will be power tested.

Alternative identical rolling roads are available at the following locations and may be used by competitors to check their vehicle power output. The results will not be considered proof of compliance.

Performance Remap Gloucester	EEC Yorkshire Ponterfract	DC Remapping Warrington
Mutant Tuning Stoke-On-Trent	Remappingspec York	Performance Engineering Cardiff
Midland Tuning Company Birmingham	TTC Tuning Swansea	Bluespark Automotive Tyne And Wear
Optima Tuning Manchester	The Vehicle Tuner Warrington	Performance Centre Sunderland
Diesel Pump UK York	RG Motors Leicester	Big fish tuning New Castle up on Tyne



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

Maximum BHP “at the flywheel” and corresponding torque figures, where shown, for rolling road testing are given in the table below. These are absolute maximum figures. Vehicles exceeding these values will be considered illegal and will be subject to disqualification or further technical checks.

RPM Model	3000	3500	4000	4500	5000	5500	6000
318i bhp	67	87	97	110	122	125	121
320i bhp	62	77	97	112	125	140	145
320i lbs/ft Torque	108	115	127	131	131	134	127

Nominated Rolling road operators are Judges of Fact.

The Schrick connector may also be used to connect a device during racing or qualifying sessions which will allow the scrutineer to monitor engine performance. It therefore follows that vehicles without a fully operative Schrick connector will not conform to the regulations. There may also be a requirement to connect the same device to the inlet manifold vacuum pipe. No action is required to enable this.

Whilst the ethos of the championship does not necessitate the building of race engines to the limit of the permitted modifications, 30 year old engines will sometimes have been rebuilt to the minimum and maximum permitted dimensions. Competitors with engines built to this specification should expect to exceed the maximum power figures and therefore take steps to ensure that they do not.

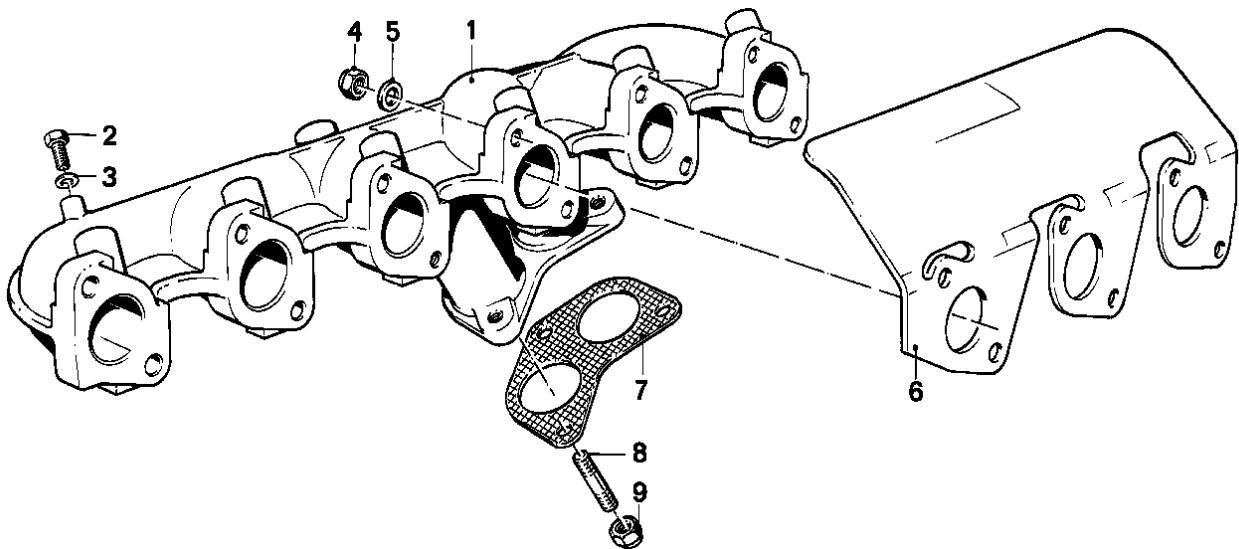
Please note that the maximum power figures are subject to review and may be changed in the light of further investigation.

5.7.1 Modifications permitted but not mandated

- 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. If valve guides are replaced, no machining of the area of the guide is permitted. Valves and valve seats must remain as OEM, For clarity, three angle valves and valve seats are prohibited.
- ii. The minimum depth of the cylinder block, measured between the sump/block mating face and cylinder head gasket face is 265.8mm. This provides for a minor clean-up of the block face, if required, to remove water marks or damage. Anything greater than .25mm (or 10 thou) will render the block illegal. To facilitate measurement without completely stripping the engine, the following maximum piston protrusion must be complied with.
- iii. At TDC measured at the lowest point of the piston crown must not exceed .6mm above the face of the cylinder block.
- iv. At TDC measured at the highest point of the piston crown must not exceed 3.9mm above the face of the cylinder block.
- v. Due to the restricted availability of the OEM pistons, an aftermarket alternative conforming to the exact material, size, shape and weight of the OEM part may be used.
- vi. 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 use a thicker head gasket in order to restore the original compression ratio.
- vii. The crank journals may be machined, to solely permit the fitting of proprietary oversize bearings.
- viii. 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.
- ix. 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.

2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

- x. 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.
- xi. An oil cooling system consisting of oil radiator, oil filter head and associated pipe work may be fitted solely for the purpose of reducing engine oil temperature. No other modifications to the oil system are permitted.
- xii. The Viscous fan coupling must be fitted and fully operational as per OEM
- xiii. The original radiator cowling may be removed but non-standard cowling is prohibited. All other cowlings must be fitted.
- xiv. Coolant hose material is free and hoses may be modified to accommodate an additional temperature sender. Removal of heating pipes to the throttle body is permitted. No other modifications to the cooling system are permitted.
- xv. 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.
- xvi. All cars must use the one piece standard exhaust manifold as fitted to the right hand drive models and may not be modified in any way. Part numbers [11621279944](#) and [11621716443](#) are the only acceptable items. Image for reference



00000514

- xvii. . The remainder of the exhaust system is free provided that it exits at the rear of the car, but refer to 5.16.
- xviii. The air filter is free but must be of OEM design and compatible with 5.7.3 iii.
- xix. 318i models may use the M42 rocker cover in order to assist with oil filling.

5.7.2 Modifications prohibited

- i. 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



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

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.

- ii. Other than removal of material from the conrod big ends as per OEM, no rotating mass balancing is permitted

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 all equipment fitted complete and as standard to the BMW E30 318i and 320i models. For the avoidance of doubt, the airbox must retain a correctly fitted panel air filter and internal trumpet. The external trumpet may be connected to the headlight back-plate as shown below. If the headlight back plate is not fitted, the external trumpet must remain in place and not have any additional ducting installed. No induction system components may be modified. This extends to providing non oem heat shielding of any type.
- iv. The Air flow meter top will be sealed to the AFM body to prevent tampering and the seals are to remain in place for the season. Once attached, if the seals are not present the car will be deemed illegal. If there is a need to change the component, permission must be sought from the scrutineer before removal and the replacement item must be sealed.
- v. No mechanically forced induction is permitted.



- vi. 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.
- vii. Exhaust lagging, heat wrap or other coatings are not permitted
- viii. The ECU will be sealed and once sealed they must remain in place for the season.
- ix. 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



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

986 261 714
261 200 157

986 261 823

- x. 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.
- xi. Aside from 5.7.1 ix, no other modifications to the cooling system are permitted.
- xii. Aside from 5.7.1 vii, no other modifications to the oil system are permitted.
- xiii. All engine breather hoses must be fitted and routed as standard.
- xiv. No modifications shall be made to alter ignition timing
- xv. Exhaust systems will be sealed and the seals must remain in place for the duration of the season.
The system is defined as being from the exhaust manifold outlet to the exit from the tailpipe



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

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. The control arm itself must continue to locate within the standard mounting points which must remain unmodified and retain the OEM front track width.
- 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.xi)
- 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. **Any rear anti roll bars must be removed.**
- v) The links between the anti-roll bar and the suspension wishbone may be replaced with the Ford Mondeo rear anti roll bar link Ford Part No 1130452
- vi) Springs are free provided that they are constructed of steel but refer to 5.8.1.ix.
- vii) 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.
- viii) 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.
- ix) 51mm diameter struts as from the BMW E30 325i model may be used.
- x) Ground clearance as measured from the lowest part of the car, including the exhaust system shall be no less than 40mm, whilst meeting minimum weight requirements as per 5.14.i. with the driver seated in the driver's seat in the normal driving position
- xi) Rear shock absorber upper mounts may be strengthened by using 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.
- xii) 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, 5.8.1.iii, 5.8.1.v and 5.8.1.vii.
- 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.xi.
- v) All bushes must be of standard dimensions, use the original mountings and be fitted in the standard orientation, except those at the rear of the front control arms as specified in 5.8.1.iii and the Anti-roll bar links as specified in 5.8.1.v



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

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) Clutch driven plates only are free.
- iii) 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. Cars will be checked during the season. Gearboxes will be sealed to the engine.
- iv) 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.
- v) The standard 318i/320i differential must be used, with a final drive ratio of 4.10:1. Differential ratios 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, this will be treated as a breach of technical regulations.
- vi) A "short shift" gear lever (BMW part number 25.11.7.527.252) may replace the standard item.
- vii) 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 apart from the exception in 5.7.1.x
- 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, starter and windscreen wiper 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



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

- 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. ECU's must be easily accessible, 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) The OEM brake master cylinder and servo must be fitted for 318/320 models respectively.
- iii) Handbrake components must be fitted and parking brake must be fully functional
- iv) Brake pad and shoe material is free but dimensions to remain as original equipment.
- v) Discs are free but must be one-piece construction, steel, of original diameter and use standard callipers.
- vi) Adding of ducting and removal of splash guards only are allowed to improve brake cooling but refer to 5.6.3.i.
- vii) 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.
- viii) A brake proportioning valve may be fitted to the rear brake line only. If installing an aftermarket adjustable proportioning valve, you must remove the OEM item. For the avoidance of doubt, the following image shows the OEM proportioning valve located near the master cylinder.



- ix) The standard flexible brake lines may be replaced with braided items.
- x) 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 J 5.7 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.



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

- 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 Yearbook, Section L, List 1b the control tyres for the championship are Toyo Proxes R888R GG compound in size 195/50/15. It is prohibited to cut or shave the tyres in any manner; this prohibition includes the use of a surform, plane or any device which removes rubber which is part of the tread. The only means permitted to clean the tyre surface is to use a heat gun and scraper. 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.

5.17. NUMBERS:

Race Numbers must comply with MSA Regulation Q11.4:

The numbers for each rear side window shall be;

- (i) a minimum of 200mm high



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

- (ii) with a stroke width of at least 20mm
- (iii) coloured reflective yellow.

For the E30 cabriolet only, rear side numbers in compliance with MSA Regulation Q11.4 may be replaced with door numbers in compliance with MSA Regulation J4.1.

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.

5.18 Decals

5.18.1 To be eligible to compete, it is mandatory to display the following decals. These will include but are not limited to:

- i) MSVR, each front wing above indicator side repeater x2
- ii) SELOC logo, rear quarter x 2
- iii) PBMW web address, rear quarter x 2
- iv) Toyo Tires, front screenstrip. Other than the numbers described in 5.17, no other text is permissible on the front screen.
- v) Mike Stokes Motorsport, leading edge of front wings x 2

A diagram showing placement of all required decals will be issued prior to the first event

5.18.2 Competition numbers will be obtained at the competitor's expense. One full set of championship decals will be supplied by Project 8 Racing. 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 issued with decals.

5.18.3 Drivers are required to display an MSVR badge on their overalls. If available, these will be supplied by MSVR. Please note that they must be stitched only through the outer layer of the garment using fire retardant thread to avoid any scrutineering issues.

5.18.4 Competition numbers must be carried in the same dimensions and colour as those for the front screen on the upper right corner of the rear screen.

5.18.5 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. Cars/overalls not carrying all the correct decals/patches, as per Appendix A will be considered as a technical infringement and therefore may be excluded from the round or event at the discretion of the Clerk of the Course or face other sanctions.

5.18.6 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 centre-line of the vehicle and must also comply with Q19.2.2. Where championship front or rear window championship decals are specified in 5.18.1, competitors may not additionally display personal sponsor decals in the position specified. The championship organisers reserve the right to supply and specify a championship front or rear screen strip at any time and this will require the removal of any existing personal sponsor decals in these positions.

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



2018 The Toyo Tires Production BMW Championship Sporting & Technical Regulations

6.1 Race Organising Clubs & Contacts:

MotorSport Vision Racing
Brands Hatch
Longfield
Fawkham
Kent
DA3 8NG

Joe East
Tel 01474 875318
joe.east@msv.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 Stuart Waite