

Z CARS

Z Cars 2019 Series Regulations



1. SPORTING REGULATIONS - GENERAL:

1.1 TITLE & JURISDICTION:

1.1.1 The Z Cars Racing Series is organised and administered by MotorSport Vision Racing (MSVR) and promoted by MSVR in association with Coupes & Convertibles Racing in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

Motorsport UK Series Permit No: [*]

Race Status: **National B**

1.1.2 Z Cars Racing is a sports car Racing Series for BMW Z3 and Z4 variants with three classes and controlled regulations aimed at providing close and competitive racing within each class. The regulations governing each car specification are designed to ensure a level playing field, preventing “cheque-book racing” and allowing driving talent of all ages to shine through above all else. Z Cars Racing offers cost effective, rear wheel drive, fun race cars suitable for drivers of all abilities from novice to professional. Our aim is to provide drivers a clear path in to motorsport at club level with the Z3, and drivers of all experience levels a challenge with the more powerful and advanced Z4 2.2 and 3.0.

1.2 OFFICIALS:

1.2.1 Co-ordinator: Julian Jeffery

1.2.2 Licensed Eligibility Scrutineer: Nigel Thorne

1.2.3 Series Stewards: Bill Shewan, Esmor Jones, Mike Dixon

Any three of the Series Stewards may sit to make a decision. In accordance with (G) 2.7, Series Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Series regulations. Under (G) 2.7.1,

Series Stewards are also empowered to consider any request from the Series co-ordinator to penalise any Competitor for any breach of Series regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under (W) 2.2.1, the Series Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Series Regulations. They are also empowered to consider any request from the Series Co-ordinator to penalise any Competitor for breach of Series Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- a) be members of MSVR and
- b) be in possession of a valid MOTORSPORT UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- a) be Members of MSVR and
- b) be registered for the Z Cars Racing series
- c) be in possession of valid Competition (Racing) Nat B status Licence , as a *minimum* or
- d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
- e) If participation in the series requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education

establishment.

1.3.3 Acceptance of registration is entirely at the discretion of the Championship Organisers and may be withdrawn at anytime

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

1.3.4 There will be separate and distinct classifications and awards for classes, both on-event and year-end.

1.4 REGISTRATION:

1.4.1 All Drivers and Entrants must register for the **Z Cars Racing** series by returning the Registration Form *with the Registration Fee* to MSVR prior to the Final Closing date for the first round being entered.

1.4.2 Where a car is entered in the **Z Cars Racing** series by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid MOTORSPORT UK Entrants Licence) to complete the Registration Form and nominate the Driver.

The Registration Fee is £100 and guest registration is £25 (1 event only) - Made payable to MSVR

1.4.3 Registration/race numbers will be the permanent Competition numbers for the Series during the calendar year and will be allocated on a first come first served basis.

1.4.4 The organisers reserve the right to split or amalgamate classes or combine with other Championship or Series.

1.4.5 Acceptance or rejection of registrations is entirely at the discretion of the series officials.

1.4.6 Competitors registered for Z Cars Racing will receive event entry passes comprising of; 1 driver pass, 3 team member passes, a P1 support vehicle pass and a P2 car parking pass.

1.5 SERIES EVENTS:

1.5.1 The Series will be contested over 6 Events (12 Rounds with two Rounds per Event) as follows:

Date:	Circuit:	Organising Club:
14 th April 2019	Donington Park National	MotorSport Vision Racing
18 th May 2019	Cadwell Park	MotorSport Vision Racing
15 th June 2019	Snetterton 200	MotorSport Vision Racing
6 th /7 th July 2019	Brands Hatch Indy	MotorSport Vision Racing
29 th September 2019	Donington Park National	MotorSport Vision Racing
20 th October 2019	Snetterton 200	MotorSport Vision Racing

1.6 SCORING:

1.6.1 Z Cars is a series of standalone races with no accumulation of points.

1.6.2 Competitors not registered for the Series may be permitted on an individual round basis and will:

- a) be deemed "Guest Competitors"
- b) qualify for Event awards
- c) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

1.7 AWARDS:

1.7.1 Awards are to be provided by MSVR

1.7.2 Per event:

Trophies, winners hats and champagne will be awarded to the first three in each Class subject to there being more than four starters in the Class. In the event of too few starters in each class, awards will be presented in relation to the overall race finishing positions.

1.7.3 An 'Under 21 Driver Award' is to be presented per event and at the end of the race season. The award winner is to be determined by a panel of judges for the most impressive performance by a driver aged under 21 prior to the start of the current race season.

1.7.4 A 'Gentleman/Gentlewoman Driver Award' is to be presented per event and at the end of the race season. The award winner is to be determined by a panel of judges for the most impressive performance by a driver aged over 40 prior to the start of the current race season.

1.7.5 An award for the most impressive overall performance by a driver competing in the BMW Z3 class as determined by a panel of judges is to be awarded at the end of the season with the following prize; Test Day in BMW Z4 Class Z Cars Racing Car

1.7.6 An award for the most impressive overall performance by a driver competing in the BMW Z4 class as determined by a panel of judges is to be awarded at the end of the season with the following prize;

Prize TBC

1.7.7 Awards will be presented at the end of each event, at the designated presentation ceremony.

1.7.8 Panel of judges for awards:

TBA

1.7.9 Entertainment Tax Liability:

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

In accordance with current government legislation, MSVR 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, MSVR 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.

1.7.10 Title to all Trophies:

If Provisional Results are revised after any presentations and these revisions affect the distribution of awards the

Competitors concerned must return them to the organisers in good condition within 7 days.

2. SERIES MEETINGS & RACE PROCEDURES:

2.1 ENTRIES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

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

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

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 (MOTORSPORT UK Regulations Q4.5).

2.4. RACES:

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

2.4.1 STARTS:

2.4.1.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.4.1.2 The start will be via Rolling start. No green flag will be given in normal circumstances.

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

- I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.
- V. The start is given when the red light goes out.

2.4.1.3 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.

2.4.1.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as

per MOTORSPORT UK Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green

Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay

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

2.5 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.

2.6. PITS, PADDOCK & PITLANE SAFETY:

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

2.6.2 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.

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

2.6.4 Speed Limit: As per SRs issued for each event.

2.7 RACE FINISHES:

The finishing positions for the first race at the event will dictate the grid positions of the following race.

2.7.1 CHEQUERED FLAG PROCEDURE:

After taking the Chequered Flag drivers are required to:

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

2.7.2 RESULTS:

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

2.8. TIMING MODULES inc AIM SOLO:

2.8.1 All competitors will be required to supply and fit an Electronic Self Identification Module Transponder to their car for the purposes of accurate timing. The types are AMB TranX 260, Mylaps or either direct powered or battery transponder. These are available for purchase from TSL-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 MOTORSPORT UK licensed Timekeepers.

2.8.2 Any competitor who fails to fit a transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also may not necessarily feature in the results of the race, irrespective of their finishing position.

2.8.3 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.

2.8.4 The approved performance monitoring device is the AIM Technology SOLO 2 DL with direct CAN Data logging as a minimum. Drivers may upgrade this device to the AIM Technology Dash package should they wish. The device must be ordered direct from CCR and will be configured and sealed by CCR prior to dispatch. Drivers and teams who already have installed suitable equipment meeting the minimum specification must return the unit to CCR for configuration and sealing prior to use. The performance monitoring device must be purchased by the competitor and must be fully operational at all times during the competition and during official power tests.

2.8.5 This must be fitted according to the manufacturer's instructions.

2.9 QUALIFICATION RACES:

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

2.10 OPERATION OF SAFETY CAR:

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

The Clerk of the Course has the option to deploy the Safety Car during practice, qualifying practice or races.

3. SPECIFIC CHAMPIONSHIP REGULATIONS:

3.1 ONBOARD CAMERAS:

3.1.1 All competitors must ensure a forward facing on-board camera is fitted which must be directly powered /charged from the vehicle power supply or have sufficient battery life and equipped with a memory card at all times with capacity to record a the complete session the vehicle is participating within, including any margin for session stoppages.

3.1.2 Competitors/Entrants are responsible for ensuring recording equipment is fitted to the competing vehicle in full working order. Failure to provide race footage upon request from the series organisers may result in penalties.

3.1.3 Onboard cameras must be able to record in MP4 file format at minimum of 720P resolution, show a clear view of the road ahead including the circuit and must also show the interior brake light and steering

wheel controls at all times to assist with analysis of any driving standards investigations.

3.1.4 The footage recorded by the onboard camera must be available from the Driver/Entrant and may be used for analysis by the appointed MOTORSPORT UK officials and Series Organisers of Z Cars Racing.

3.1.5 The recommended official Z Cars Racing Onboard camera kit Aim SmartyCam HD available through CCR is highly recommended but not mandated.

4. PENALTIES:

In accordance with Section C of the current MOTORSPORT UK Yearbook.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MOTORSPORT UK Regulations: C3.3.

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

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

4.1.3 Technical Infringements of any kind will be referred to the Series Stewards for consideration of exclusion from Series Events, of the Car, Driver or Entrant.

4.2 SPECIFIC SERIES PENALTIES/TECHNICAL INFRINGEMENTS:

4.2.1 Infringements of Z Cars Racing technical regulations may result in exclusion from current and previous results and prevent those concerned from participating in future Z Cars Racing events.

4.2.2 Items included within mandated, recommended and optional parts lists within the regulations must be fitted to the vehicles and sourced from the mandatory suppliers only. Any parts fitted without series markings are deemed to be illegal.

4.2.3 Items fitted without series specific markings and proof of purchase from mandatory suppliers as determined within the rules will render the vehicle ineligible to compete in Z Cars Racing events, and therefore the Driver and Entrant (if applicable) will be liable for penalties and shall be considered for permanent exclusion from the series.

4.2.4 Any Z Cars Racing competitors vehicles will have to be fitted with data logging equipment to assess vehicle performance. The data shall be used to identify potential competitor advantages and may lead to competitors and/or entrants vehicles being nominated for sealing by MOTORSPORT UK scrutineers and further inspection. This may include engine performance testing, strip down and inspection of any component on the vehicle at a premises determined by the Series Organisers. Data logging files will not be shared with any competitors.

4.2.5 To assist further assessment and strip down of any competitors vehicles the Series Organisers reserve the right to arrange transport of the vehicle(s) to the nominated premises for inspection directly from any Z Cars Series race meeting.

4.2.6 The Series Organisers reserve the right to impound individual parts or the whole car without prior notification to assist in matters regarding eligibility scrutineering.

4.2.7 The Series Organisers reserve the right in minor cases of technical infringement to issue a rectification notice to allow the Competitor and/or Entrant the opportunity to correct their issues prior to the next race meeting. This option is entirely at The Series Organisers discretion.

4.3 DRIVING STANDARDS/TEAM CONDUCT:

4.3.1 All competitors are required to read, agree to be bound by the terms of, and provide a signed copy of the driving standards declaration “**Z Cars Racing - Driving Standards Declaration 2017**” prior to competing at any Z Cars Racing events.

4.3.2 Drivers/Entrants are responsible for the conduct of their own personal and associated team members conduct. The Series Organisers reserve the right to penalise Drivers or Entrants for their own or their team members poor conduct whilst attending events associated with Z Cars Racing.

4.3.3 To maintain standards of conduct, MOTORSPORT UK and Series officials will monitor race officials and observers reports for adverse behaviour of any Drivers, Entrants or Team Members at race meetings. Any adverse reports could lead to official MOTORSPORT UK action in accordance with the Judicial Procedures detailed in the current MOTORSPORT UK Yearbook and also action from the Series Organisers.

4.4 DRIVING STANDARDS PENALTIES:

a) Driving standards are a major part of maintaining a safe and enjoyable environment to race within and will be policed by volunteers appointed by The Series Organisers to review incidents and assist with administering of penalties with reference in more detail held within the document “**Z Cars Racing - Driving Standards Declaration 2017**” .

b) Driving standards penalties will be issued as follows;

WARNING

A Warning is for an incident or situation where re-education is more worthwhile than a straightforward penalty. Two Warnings will automatically place the driver on probation. A Warning lasts for the remainder of the current and two following Z Cars Racing Events regardless of how many races an event consists of.

PROBATION

A driver on probation will be monitored by the Driving Standards Officer throughout the event, and any reported incidents will place the driver under automatic consideration for a Yellow Card or higher penalty. Probation lasts for the remainder of the current and two following Z Cars Racing Events regardless of how many races an event consists of.

YELLOW CARD

A Yellow Card is given when an incident warrants a more severe penalty than a warning or probation period. The Yellow Card is a final warning prior to the Red Card. Any further incidents once a driver is already under a Yellow Card will automatically place drivers under consideration for a Red Card. Two Yellow Cards equal an automatic Red Card.

Yellow Card's last for the remainder of the current and four following Z Cars Racing Events regardless of how many races an event consists of.

Following the issue of a Yellow Card, a driver must also start at the back of the grid for their next Z Cars Racing series race, either at the current or next event.

RED CARD

A Red Card is given either by the accumulation of two Yellow Cards, or can be issued in cases where a more severe punishment is required. A Yellow Card or other penalty is not required to have been issued prior to a red card.

Red Card's ban the driver from the remainder of the current and following two Z Cars Racing events at minimum.

EXCLUSION

It is possible for a driver or an individual to be excluded indefinitely from the current and any future Z Cars Racing events following extreme cases of poor conduct past or present. The Series Organisers reserve the right to revoke series registration and membership at any time if circumstances dictate this to be the best course of action.

a) Incidents, issues of carelessness, poor conduct and other on-track issues will be reviewed by our Driving Standards Officer (whom will also be an approved ARDS Instructor) either at the event, remotely or at the following event.

b) All parties concerned will have their right to have their points of view heard at the appropriate time as determined by the Driving Standards Officer.

c) Driving standards issues may not be appealed after the decision has been made. Driving Standards Officer's decisions are final.

d) Excluded Drivers or Individuals through extreme cases of poor conduct are then not permitted to support Z Car Events through the 3rd person

5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION:

5.1.1 The following Technical Regulations are set out in accordance with the MOTORSPORT UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.1.2 Cars must comply with the Technical Regulations published by the Organisers of Z Cars Racing throughout official practice, qualifying and events.

5.1.3 Standard: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the current MOTORSPORT UK Yearbook.

5.1.4 Specified components from the manufacturer Z Cars Racing parts lists are not permitted to be modified beyond the repair or adjustment processes specified by manufacturer. Checking will be by comparison to parts supplied by Coupes & Convertibles Racing .

5.1.5 The Series Organisers reserve the right to review and alter series regulations as required should any valid reasons arise on safety, reliability or other technical grounds. Competitors will be informed of any changes by release of a bulletin issued by the Series Organisers only.

5.1.5 Unless specified otherwise, the following regulations apply.

5.2 GENERAL DESCRIPTION:

5.2.1 The MSVR Z Cars Series is for Competitors participating in BMW Z3 & Z4 vehicles as set out below.

BMW Z3 : E36/7 Roadster 1.9L 140 BHP model (1995 - 1999) Narrow body Pre-Facelift Only

1.9 Litre M44 B19 Engine, 5 Speed Manual Transmission

BMW Z4 : E85 Roadster 3.0L 231 BHP/ 2.2L 170 BHP model (2003 - 2006) Pre-Facelift Only

2.2 Litre M54 B22 Engine, 5 Speed Manual Transmission

3.0 Litre M54 B30 Engine, 6 Speed Manual Transmission

Other BMW Z Cars may be Invited to race by CCR but their position will not be counted.

5.3 SAFETY REQUIREMENTS:

5.3.1 The following Articles of MOTORSPORT UK Appendix K Safety Criteria Regulations will apply:
All cars must conform to 2018 MOTORSPORT UK Yearbook, K1 Safety criteria, and sections K2.1.2-
K2.1.3,
K3.1.2.(a), K5 to K10.

5.3.2 Throughout the practice, qualifying or race drivers must wear an approved helmet and balaclava, together with frontal head restraint, approved overalls, gloves, advise fireproof underwear, socks and boots.

5.3.3 Drivers should ensure that both they and their cars conform in every way with the MOTORSPORT UK Yearbook, with specific regard to safety matters.

5.3.4 Six Point Racing Harnesses must be used and be FIA approved for motorsport use, and be in-date.

5.3.5 An FIA approved Fire Extinguisher with minimum 4.0L extinguishant capacity must be fitted and plumbed in with two nozzles covering the engine bay fuel rail and exhaust manifold, and two nozzles covering the drivers compartment as per the current MOTORSPORT UK year book.

We currently recommend ;

Option 1 - Fire Extinguisher (Mechanical) Mandatory Fitment Part #: (Lifeline) **102-400-001**
or

Option 2 - Fire Extinguisher (Electrical) Mandatory Fitment Part #: (Lifeline) **102-400-003**
or

Option 3 – Fire Extinguisher (Mechanical) Mandatory Fitment Part #: (OMP) 102-400-005

5.3.6 Weld-in roll cages must be fitted of the mandatory fitment design as specified;

BMW Z3: CCR-Z3ROLLCC-01

BMW Z4: CCR-Z4ROLLCC-01

With exception of Z1, Z2, Z4, Z5, Z6, Z7, Z8, Z9, Z10

5.3.7 Roll Cages must be fitted by an approved fitting centre only as listed below;

Custom Cages
Baird Close
Drayton Fields
Daventry
Northants
NN11 8RY
Tel: 01327 872 855
sales@customcages.co.uk
www.customcages.co.uk

Or an Approved Installer of Custom Cages/Coupes and Convertibles

5.3.8 Protective padding must be fitted as per MOTORSPORT UK requirements within Section K 1.3.6 and K 1.6.6

5.3.9 All cars must be fitted with a wide-angle rear view mirror securely mounted to the roll cage with a 14” minimum length.

5.3.10 All cars must be fitted with an interior brake light wired to the vehicle's brake light switch and mounted securely to the dashboard and be in clear view of the on-board camera at all times.

Interior Brake Light Kit Recommended Part CCR-Z3IBL-01

5.3.11 An FIA approved racing seat must be mounted securely to the vehicle

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.4.1 All vehicles must comply with the relevant requirements of the MOTORSPORT UK 2017 Yearbook Sections J and Q, along with the following class-specific regulations below;

5.4.2 Towing straps must be securely bolted to the vehicle main structure and chassis legs and be of an MOTORSPORT UK approved type as per MOTORSPORT UK Regulation Q19.1.3.

5.4.3 Engines, gearboxes and differential units must be prepared for sealing prior to the first Z Cars Racing event it participates in, with reference to the Z Cars Racing Technical Manual.

5.4.4 Components as deemed necessary will be sealed by Z Cars Racing series organisers from the first event. Should the Competitor or Entrant require a seal to be removed they must request the permission of the Series Organisers, who will then re-seal at the first opportunity.

5.4.5 Unless otherwise stated, all vehicles must be fitted with standard OEM, or OEM specification pattern parts. Pattern parts must be made of the same material and be within the same weight, design and construction of the OEM parts unless specified. Parts and chassis shall not be lightened by use of shot blasting, acid dipping or any other methods to reduce weight.

5.4.6 The contents of the Z Cars Racing Technical Manual and these regulations is deemed to be factual for purposes of regulating the series, and decisions relating to matters of a technical nature will be judged against this official document by the Series Organisers and MOTORSPORT UK Scrutineers who will be judges of fact.

5.4.7 Parc ferme procedures must be adhered to, with no team members permitted access whilst vehicles are under parc ferme conditions. Team members may access the vehicle once released by the appropriate MOTORSPORT UK officials.

6. CLASS Z3:

6.1 CHASSIS:

- a) The chassis must remain as per standard manufacturer specification in construction and material.
- b) Reinforcing, removing or adding material to the chassis in any way other than to facilitate mounting of the seat, or fitting of the mandatory fitment roll cage is prohibited.
- c) Chassis must be fitted with the mandatory fitment roll cage by a nominated roll cage fitter as per regulation sections 5.3.6 and 5.3.7.
- d) Removal of Underbody and Seam Sealant for the purpose of chassis weight saving is strictly prohibited other than as required to facilitate mounting of seats and mandatory fitment roll cage.
- e) Chassis must not be seam welded for strengthening purposes.
- f) No additional bracing, strut braces or other similar devices may be fitted.

6.2 INTERIOR/BODYWORK:

6.2.1 Modifications Permitted

6.2.1.1 Interior

- a) All interior sound-proofing and insulation may be removed from the vehicle interior.
- b) Steering locks must be disabled/removed if the vehicle is not road registered and driven to the circuit as per MOTORSPORT UK Regulation Q.19.6
- c) Removal of all non-required items along with their sub-systems and corresponding wiring from the vehicle interior as listed below is permitted;

All interior trim (excluding dashboard, instrument cluster and lateral dashboard support frame)
 Standard roll-over hoops (must only be removed by Roll Cage Fitting Centre)
 Airbag system
 Stereo system, speakers and aerial
 Glove box
 Centre console
 Electric mirror controls
 Seat belts
 Carpets
 Clock/trip computer
 Standard seats
 Headlight adjusters
 Cruise control
 Heater controls (if heater box is to be removed)
 Handbrake lever (if handbrake cables and shoes are to be removed)
 Alarm system
 Interior lighting
 Standard door cards
 Tool kit
 Central locking system components
 Redundant metal bracketry for components no longer in use

- d) The heater matrix/box and corresponding wiring/pipework may be removed, it is recommended to use a bypass Kit
- e) Fitment of a wide angle mirror as per 5.3.9 is mandated.
- f) Fitment of a brake light within the vehicle's interior as per 5.3.10 is mandated. Use of Brake Light Kit part number CCR-Z3IBL-01 or similar
- g) A roll cage must be fitted by an approved installer as specified by the Series Organisers as per 5.3.6 and 5.3.7.
- h) A fire extinguisher system must be installed as per section 5.3.5 and with reference to the Technical Manual.
- i) Door cards must be fitted with a minimum of 3mm thickness of solid continuous material such as ABS plastic or aluminium, and door latches must remain fully operational from within the vehicle interior. Use of Door Card Kit part number CCR-Z3DCD-01 is highly recommended.
- j) An FIA approved racing seat must be fitted, preferably with the seat mount system as per 5.3.11.
- k) Fitment of stickers to the dashboard of the vehicle is permitted as per the official series sticker layout, and must only be in this format as supplied by the Series Organisers as per the Technical Manual.
- l) A shift light kit may be fitted.
- m) An auxiliary gauge kit may be fitted to the vehicle interior.
- n) A front windscreen blower kit may be fitted to aid demisting in cold conditions but is not required or mandatory.

6.2.1.2 Exterior

- a) All exterior and underbody sound-proofing, heat shielding and insulation may be removed, with reference to section 6.1.
- b) Removal of all non-required items along with their sub-systems and corresponding wiring from the vehicle exterior as listed below is permitted;

Soft top hood

- Power hood mechanism (if fitted)
- Radio aerial
- Spare wheel & carrier
- Front fog lights
- Number plate mounting plastics & number plates
- Number plate mounts & trim
- Inner wheel arch liners
- Standard vehicle undertray
- Headlamp wash/wipe

- c) Fitment of a hard top roof is permitted but not mandated for the series. If fitting a hard top roof the following part numbers must be used; CCR-Z3HRDTP-01 or CCR-Z3HRDTP=02
- d) Fitment of replacement body panels as long as they are to standard OEM specification is permitted.
- e) Only narrow body pre-2000 facelift vehicle style is permitted currently.
- f) Number plates must be removed when vehicles are on circuit.
- g) Fog light blanking panels as per OEM fitment may be used.
- h) Mounting of towing straps to the vehicle's structure using a minimum of M12 bolts is mandated as required by the current MOTORSPORT UK year book.
- i) Extinguisher and Battery Isolator push buttons/pull cables must be fitted to the front LH side of the vehicle as per the Technical Manual.
- j) Standard bonnet catch mechanisms must be removed completely.
- k) Bonnet and boot opening struts may be removed but is not mandated.

6.2.2 Modifications Prohibited

6.2.2.1 General

- a) Modifications to the vehicle beyond those permitted within section 6.2.1 are strictly prohibited.
- b) Taping or smoothing of joints between panels is prohibited. Other than to help secure a body part temporarily after an incident during that day/weekend racing/qualification.

6.2.2.3 Interior

- a) Electric windows must remain fitted and operable by the driver whilst seated and strapped in.
- b) Vehicle instruments must remain operative on the standard dashboard with the exception of the speedometer.
- c) Removal of seam sealer within the passenger compartment is prohibited other than as required to facilitate fitment of the roll cage and seat mountings as per section 6.1.
- d) Vehicle interiors must be in good condition, with no sharp edges and fit for purpose.

6.2.2.4 Exterior

- a) Removal of vehicle underbody sealant is strictly prohibited except for localised areas to facilitate fitment of a seat mount or roll cage as per section 6.1.
- b) Removal of the front and rear bumper crash bars/supports are strictly prohibited.
- c) Front windscreen wipers (both) must remain fitted and operable.
- d) Aerocatch or similar bonnet pins or standard type steel bonnet pins must be fitted.
- e) Windows must remain as per OEM fitment glass items and both must remain fully operational.
- f) Vehicle Silhouette must remain as per standard 1995-2000 BMW Z3 E36/7 Pre Facelift specification with no additional modifications, except for 2 x rear spoiler options Part No CCR-Z3RSM-01 or CCR-Z3RST-01 and 1 x Front Splitter Part No CCR-Z3FRSP-01
- g) Engine Under trays other than the standard fitment type are prohibited.
- h) The Series Organisers reserve the right to refuse entry to vehicles presented to poor standards.

6.3 Ground Clearance

- a) Vehicle ground clearance at ANY POINT must be no lower than the minimum saloon car MOTORSPORT UK regulations as per Section J 5.20.11 following the end of any official qualifying or race session.
- b) Ride height must be measured with the driver seated, tyres fully inflated and in full race trim including all fluids.

6.4 ENGINE:

6.4.1 Permitted Modifications

- a) Engines in the future may have be modified to receive lock wire kit CCR-Z3LKW-01 which must be installed by Z Cars Racing Series Organisers as per the Technical Manual at the first race event or thereafter.
- b) The engine may have the power steering pump, drive belt and drive belt tensioner/guide pulleys removed if the complete power steering system is being removed.
- c) If the heater matrix/box has been removed from the vehicle it may be bypassed.
- d) The Carbon/Charcoal Canister may be removed and bypassed as per the Technical Manual if the fuel lines are to be ran through the vehicle's interior.
- e) Throttle body heater pipes may be removed and the system bypassed but is not mandated.
- f) Engine mountings may be replaced using OEM only.
- g) Engines must have fitted with OEM ECU or SCS Delta ECU with ZCars.Racing Z3 Map installed.
- h) Engine ECU's may be swapped amongst competitors if required by the Series Organisers.
- i) Air conditioning system components may be removed.
- j) Additional sensors included within the auxiliary gauge kit are permitted .
- k) Crankshaft Journals may be machined for the purposes of re-grinding after a failure only with big end and main bearing journals allowed to be ground to facilitate fitment of oversize bearing shells in +0.25mm and +0.50mm sizes only as per the Technical Manual.

6.4.2 Prohibited Modifications

- a) Engine balancing or machining beyond standard OEM specification in any way is strictly prohibited.
- b) Skimming of cylinder head and/or block for the purpose of increasing compression ratio (CR) is strictly prohibited. Any engines to be found running a CR outside of the tolerance specified within the Technical Manual must be fitted with a head gasket of an increased thickness with BMW part number 11121433951 with an uncompressed thickness of 2.04mm (+0.30mm oversize)
- c) When replacing the cylinder head gasket of standard thickness type, the gasket must be replaced using the standard fitment BMW part number 11121433950 with an uncompressed thickness of 1.74mm.
- d) Removal of material or polishing to match gaskets, modify inlet or exhaust ports, combustion chambers or any other component within the cylinder head is prohibited.
- e) Valve-train components must be to OEM specification including but not limited to; springs, rockers lifters and retainers.
- f) Camshaft timing must be as per OEM specification and all locking tools must fit correctly with the crank and cam shafts aligned as, as per the Technical Manual.
- g) Camshafts must be OE BMW only and not aftermarket type as per the Technical Manual.
- h) Inlet and Exhaust valves must be of Standard OEM specifications only and valves/seats must be cut as per the Technical Manual.
- i) Pistons must be OEM Standard size (84.985mm) as per BMW Part Number 11251739786 and connecting rods must be as per standard fitment OEM type BMW Part Number 11241437617 and conform to the Technical Manual.
- j) Modifications to the engine to alter OEM oil pressure are strictly prohibited, and the oil pump, pressure relief valve and all restricting holes/orifices are to remain standard in size and type.
- k) All Engine Sensors must remain as per standard and operate as the manufacturer intended, with the exception of the modifications permitted within the Technical Manual.
- l) Crankcase ventilation system must remain as per OEM fitment.
- m) The engine and any of its components must not be modified in any way other than specified, and must conform to all specified points within the Technical Manual.
- n) The throttle body must operate as per OEM and open correctly as specified in the Technical Manual section.
- o) Any modifications other than those specifically allowed are viewed as prohibited and therefore illegal.
- p) Additional oil sump baffles or windage trays of any type are not permitted.

6.4.3 Location

- a) The standard fitted location of the engine must be retained and not modified in any way, and all standard mountings other than mountings as allowed within in 6.4.1(f) must be used.
 - a) Engine mounting points must not be modified in any way.

6.4.4 Oil/Water Cooling

- a) A radiator cooling fan must be fitted and fully operational to OEM specifications if retaining the standard viscous coupling, and fitted with a complete 11 blade plastic fan.
- b) An electric cooling fan kit may be fitted to replace the viscous coupling fan unit, but is not mandatory.
- c) The water cooling system must remain as per standard fitment with the exception of modifications allowed within 6.4.1(c) and 6.41.(e)
- d) The radiator must be as per OEM fitment design and be the same type as BMW part number 17111728907 or CCR-Z3FRAD-01
- e) Coolant hoses must remain as per standard construction, shape and material other than to bypass the heater and throttle body heaters as specified.
- f) An oil cooler for cooling engine oil temperatures is not permitted at this time.
- g) The engine water Thermostat must be of the same type as BMW Part Number 11531743017 or CCR-Z3THER-01

6.4.5 Induction Systems

Induction systems must remain standard with the exception of:

- a) The mandatory fitment air filter element CCR-Z3AFTR-01 must be fitted.
- b) Removal of the standard intake ducting or modification to the air inlet system is strictly prohibited. All parts must remain assembled and connected at all times. The engine air inlet system assembly is shown clearly for the avoidance of doubt in the Technical Manual.

6.4.6 Exhaust Systems

- a) The exhaust system must retain the standard right hand drive exhaust manifold and gasket arrangement.
- b) The exhaust system must be replaced with the mandatory fitment part CCR-Z3EXHT-01
- c) No other exhaust system modifications are permitted other than specified.
- d) Exhaust must be in good condition and complete with no leaks.

6.4.7 Ignition Systems

- a) Ignition systems must remain standard fitment type with a separate OEM fitment ignition coil, OEM specification (not upgraded aftermarket) ignition leads and mandatory fitment spark plugs:
NGK Part #: **BKR6EK**

6.4.8 Fuel Delivery Systems

- a) Fuel systems must be as per originally fitted on the vehicle including fuel filter, vent systems and carbon canister, unless the fuel lines are to be ran through the vehicle interior.
- b) Fuel systems must not have a swirl pot/twin fuel pump system installed and must retain the standard fuel pump/tank system with no additional reservoirs.
- c) Fuel rail pressure must be 3.0 bar as per the standard vehicle within reasonable tolerance, and may be tested for compliance by a calibrated pressure tester by the Series Organisers at any time during a Z Cars Racing event.
- d) Fuel pressure regulator must be to the same specification as BMW Part Number 13531743378.

6.4.9 Engine Performance Testing/Engine Parity

- a) The Series Organisers reserve the right to organise a group engine power test at a random venue, at any time using a chassis dynamometer or via interrogating AIM Solo. Vehicles must be transported directly to the power testing venue in a fully sealed specification in the same condition the vehicle finished the event, with no exceptions.
- b) Should performance testing be found to identify a difference in one or more competitors vehicles outside of a reasonable pre-determined tolerance when compared to other vehicles on the group test or as previously tested by The Series Organisers, then the right is reserved to retain the vehicle for further assessment and potential engine and other components stripdown to verify compliance with the regulations.
- c) The Series Organisers may use a 'Compression Ratio Tester' operated in a controlled manner as per

the Technical Manual to determine if any competitor's engines require further scrutiny and investigation.
d) The Series Organisers reserve the right to publish results found by performance testing or component analysis.

6.5 SUSPENSION:

6.5.1 Permitted Modifications

- a) Front Suspension Top Mounts must be replaced with mandatory parts CCR-GAZ-Z3FTM1 or 2
- b) Rear Suspension Top Mounts must be replaced with mandatory parts CCR-GAZ-Z3RTM
- c) Front and Rear suspension dampers must be replaced with mandatory parts CCR-GAZ-Z3FRD & CCR-GAZ-Z3RRD
- d) Suspension Springs must be as per mandatory spring kit CCR-GAZ-Z3FRS & CCR-GAZ-Z3RRS
- e) Anti-Roll Bars must be the OEM type as fitted to non-M Sport BMW Z3 1.9's;

23mm Front ARB (BMW Part Number 31351091198)

- f) Anti-Roll Bar drop links must to the same specification as OEM type as per the Technical Manual;

Front ARB Drop Link (BMW Part Number 31351091764)

- g) Suspension Bushes must be fitted with the mandatory Z Cars Racing Powerflex Bush Kit and fitted as per the Technical Manual. The bush kit comprises of;

PFF5-303BLK (x2)
PFF5-310-23BLK (x2)
PFF5-304BLK (x2)
PFR5-311BLK (x2)
PFR5-306GBLK (x4)
PFR5-504-14BLK (x2)
PFR5-300BLK (x1)

- h) All Suspension components must be fitted in accordance with Z Cars Racing Technical Manual.
- i) Suspension geometry is free within adjustment ranges provided by the regulations and fitment of components as per the Technical Manual.
- j) Front camber, castor and toe adjustments are achieved by use of the mandated front suspension top mounts and offset front lower wishbone rear mounting bush only.
- k) Rear camber and toe adjustments are achieved by use of the mandated Powerflex rear suspension eccentric bushes only.
- l) Ride height is free as long as the lowest point on the car including the exhaust is no less than the minimum specified Ground Clearance as specified within section 6.3.

6.5.2 Prohibited Modifications

- a) Suspension mounting points must remain as per OEM and must be unmodified.
- b) Suspension damper valving must remain as per originally supplied by CCR
- c) Damper servicing must be carried out through CCR acting as an agent of GAZ Shocks to ensure all units are valved as supplied by CCR for use in Z Cars Racing.
- d) Seals provided by the Series Organisers must not be removed from suspension units. Any missing seals will render the vehicle ineligible for Z Cars Racing.
- e) Spring types, damper types and fitted locations must conform with the Technical Manual.
- f) Anti-roll bars must be fitted at all times and secured correctly. No loosening or removal is permitted.
- g) All suspension components must remain as per original fitment unless specified.

6.5.3 Wheelbase/Track

- a) Wheelbase must remain as per the standard vehicle (2459 mm)
- b) Track width must remain as per the standard vehicle with no exception or increased using 10mm spacers which are permitted and are available through CCR.

6.6 TRANSMISSIONS:

6.6.1 Permitted Modifications

- a) A solid flywheel conversion kit is permitted but not mandated. Solid flywheel conversions must only be carried out using part number CCR-Z3SFW-01
- b) Clutch must either be as per original OEM fitment or aftermarket replacement for fitment to dual-mass flywheel.
- c) If the solid-flywheel conversion kit has been fitted, clutch must be as per b) above (as originally supplied within the flywheel kit)
- d) Gearshift lever knob choice is free
- e) A Gearbox breather is allowed
- f) Clutch fluid pipes may be replaced by braided type only

6.6.2 Prohibited Modifications

- a) The standard gearbox and open differential types must remain fitted and retain the original ratios as specified in 6.6.3. Tolerances within the differential must remain as per OEM specification
- b) No modifications are permitted to the drivetrain in any way other than those above and must remain as per OEM installation
- c) Traction Control Systems may be removed entirely
- d) Gear linkage must remain as per standard fitment

6.6.3 Transmission & Drive Ratios

- a) Standard Gear Ratios must remain as per the original fitment 5 Speed Manual Transmission;

1st = 4.23:1
2nd = 2.52:1
3rd = 1.66:1
4th = 1.22:1
5th = 1:00:1

- b) Final Drive Ratio must remain as per the original open differential which is 3.45 with LSD option CCZ3LSD which must be purchased from CCR.
- c) The Series Organisers will check gearbox and final drive ratios from time to time to ensure eligibility.

6.7 ELECTRICS:

It is permitted to remove wiring as no longer required following strip-down of the interior, as per the Technical Manual.

6.7.1 Exterior Lighting

Exterior lighting must remain fully operational to current MOT standards including side lights, dipped headlights, full beam, indicators front and rear, rear fog light, brake lights.

6.7.2 Rain Light

The rain light may be of an MOTORSPORT UK approved type securely mounted to the roll cage and clearly visible from the vehicle's rear with and without a hardtop roof, or the third brake light mounted within the bootlid may be converted to operate as a rain light as per the Technical Manual.

6.7.3 Batteries

- a) A master switch to MOTORSPORT UK/FIA specification must be fitted to isolate all electrical systems and be

correctly installed, secure and insulated.

- b) The battery must retain the original fitted position within the boot-well and may be of the lead-acid type as per OEM fitment.
- c) Batteries must be fully sealed and waterproof via a bulkhead cover to the battery recess in the vehicle regardless of battery type as per the Technical Manual.
- d) Lead-acid batteries must be fitted in a leak-proof container as per MOTORSPORT UK Regulation J 5.14.1 and as per the Technical Manual.

6.7.4 Generators

- a) Alternators must be fully functional as per the OEM fitment at all times and provide battery charge whilst the engine is running.
- b) Alternator must be as per originally fitted type and no less than 80 AMP charge rate.

6.7.5 Starter Motors/Starting Systems

- a) Starter Motor must be as per OEM fitment part number 12412354709 or CCR-Z3STRM-01
- b) Ignition and Start systems may be bypassed from standard key operation to use a switch panel mounted on the dashboard and a push button start system, but is not mandated.
- c) It is highly recommended to use ignition panel kit CCR-Z3SWP-01 but is not mandated.

6.7.6 Transponders (Official Timing)

Transponders must be fitted to the LH outer chassis rail and preferably direct powered as per the Technical Manual.

6.8 BRAKES:

6.8.1 Permitted Modifications

- a) The vehicle handbrake may be removed in its entirety (including shoes, mechanism, cables and handbrake lever) or retained in a fully operational state actuating on both rear wheels to MOT Standard.
- b) The brake disc backing plates may be removed on the front axle, but not the rear.
- c) The Front Brake Calipers must be upgraded to Z Cars Racing specification Front Brakes with use of brake calipers, caliper carriers to suit 285 x 22mm Discs as per part number CCR-Z3FBC-01R CCR-Z3FBC-01L CCR-Z3FCC-01R CCR-Z3FCC-01L
- d) Front brake pads must be as per part number CCR-Z3FBP-01
- e) Rear brake pads must be as per part number CCR-Z3RBP-01
- f) Front brake discs must be as per part number CCR-Z3FBD-01
- g) Rear brake discs must be as per part number CCR-Z3RBD-01
- h) A brake bias pressure reducing valve may be fitted to the rear brake line only and be of the following types and part numbers only;

Lever-Type – CCR-Z3BBVK-01

- i) Brake Discs and Pads must be sourced from the Nominated Parts Supplier CCR only and will be individually marked;

Coupes and Convertibles Racing
58-62 Langley Common Road
Barkham
Berkshire
RG40 4TS

Julian@coupesandconvertibles.co.uk

- j) Brake line can be ran through the vehicle interior and it is recommended to use Brake Line Interior Kit CCR-Z3IBLK-01 but is not mandatory.
- k) Braided brake lines may be fitted to the brake calipers

6.8.2 Prohibited Modifications

- a) ABS System can be completely removed and not present on the vehicle.
- b) Any other form of brake bias modification other than a brake bias valve as per 6.8.1(h) is prohibited.
- c) Brake components must be supplied by the Nominated Supplier and be of the mandated part numbers where specified.
- d) Rear brake disc sizing and calipers must remain as per OEM specification. with discs as per 6.6.1(g).
- e) Brake Calipers, Master Cylinders and Brake Servo's must be as per OEM fitment unless specified.
- e) Any form of brake ducting is prohibited.

6.9 WHEELS/STEERING:

6.9.1 Permitted Options

- a) Wheels must be replaced with specific mandatory fitment items...BMW Z3 Pro Race 1.2 wheels 7 x 15 ET20 5x120, 72.6 bore and checked by CCR for use in Z Cars Racing.
- b) Wheel stud kits may be fitted to aid removal/fitting of the wheels.
- c) Power steering may be retained in full as per OEM fitment
- d) Steering wheels may be replaced with a steering wheel of a race type including addition of a steering wheel boss kit to facilitate fitment as per MOTORSPORT UK regulations.
- e) A snap off type steering wheel boss may be fitted.
- f) Steering wheel height may be adjusted by altering the steering column mount spacing. If an adjustable steering column is fitted, it must be secured permanently by modifying the column as per the technical manual and fastened using a bolt and locking nut only.

6.9.2 Prohibited Options

- a) Steering rack must be of OEM fitment type for a BMW Z3 as per BMW Part Number 32131095575. Steering column universal joint must be of OEM fitment type.

7. CLASS Z4:

7.1 CHASSIS:

- a) The chassis must remain as per standard manufacturer specification in construction and material.
- b) Reinforcing, removing or adding material to the chassis in any way other than to facilitate mounting of the seat, or fitting of the mandatory fitment roll cage is prohibited.
- c) Chassis must be fitted with the mandatory fitment roll cage by a nominated roll cage fitter as per regulation sections 5.3.6 and 5.3.7.
- d) Removal of Underbody and Seam Sealant for the purpose of chassis weight saving is strictly prohibited other than as required to facilitate mounting of seats and mandatory fitment roll cage.
- e) Chassis must not be seam welded for strengthening purposes.
- f) No additional bracing, strut braces or other similar devices may be fitted.

7.2 INTERIOR/BODYWORK:

7.2.1 Modifications Permitted

7.2.1.1 Interior

- a) All interior sound-proofing and insulation may be removed from the vehicle interior.
- b) Steering locks must be disabled/removed.
- c) Removal of all non-required items along with their sub-systems and corresponding wiring from the vehicle interior as listed below is permitted;

All interior trim (excluding dashboard, instrument cluster and lateral dashboard support frame)
Standard roll-over hoops (must only be removed by Roll Cage Fitting Centre)
Airbag system
Stereo system, speakers and aerial

- Glove box
- Centre console
- Electric mirror controls
- Seat belts
- Carpets
- Clock/trip computer
- Standard seats
- Headlight adjusters
- Cruise control
- Heater controls
- Handbrake lever (if handbrake cables and shoes are to be removed)
- Alarm system
- Interior lighting
- Standard door cards
- Tool kit
- Central locking system components
- Redundant metal bracketry for components no longer in use

- d) The heater matrix/box and corresponding wiring/pipework may be removed and the heater matrix plumbing may be bypassed. It is recommended to use a heater bypass kit.
- e) Fitment of a wide angle mirror as per 5.3.9 is mandated.
- f) Fitment of a brake light within the vehicle's interior as per 5.3.10 is mandated. Use of part number CCR-Z4IBL-01 is highly recommended.
- g) A roll cage must be fitted by an approved installer as specified by the Series Organisers as per 5.3.6 and 5.3.7.
- h) A fire extinguisher system must be installed as per section 5.3.5 and with reference to the Technical Manual.
- i) Door cards must be fitted with a minimum of 3mm thickness of solid continuous material such as ABS Plastic or Aluminium, and door latches must remain fully operational from within the vehicle interior. Use of part Number CCR-Z4DCD-01
- j) An FIA approved racing seat must be fitted, preferably with the seat mount system as per 5.3.11.
- k) Fitment of stickers to the dashboard of the vehicle is permitted as per the official series sticker layout, and must only be in this format as supplied by the Series Organisers as per the Technical Manual.
- l) A shift light kit may be fitted to the vehicle interior if using an analogue dashboard
- m) Vehicle instruments in the future will be able to be replaced in their entirety with one of the dashboard kits

TBC

- n) A front windscreen blower kit may be fitted to aid demisting in cold conditions but is not required or mandatory.

7.2.1.2 Exterior

- a) All exterior and underbody sound-proofing, heat shielding and insulation may be removed, with reference to section 7.1.
- b) Removal of all non-required items along with their sub-systems and corresponding wiring from the vehicle exterior as listed below is permitted;

- Soft top hood
- Power hood mechanism
- Radio aerial
- Spare wheel & carrier
- Horn
- Front fog lights
- Number plate mounting plastics & number plates
- Number plate mounts & trim
- Inner wheel arch liners (except front arch which may be modified (as per 7.2.1.2(j)))
- Standard vehicle undertray
- Headlamp wash/wipe

- c) Fitment of a hardtop roof is permitted but not mandated for the series. If fitting a hard top roof the following part number must be used CCR-Z4HRDTP-01 or 02
- d) Fitment of replacement body panels as long as they are to standard OEM specification is permitted.
- e) Only E85 Z4 2003-2006 vehicle body style is permitted currently.
- f) Number plates must be removed when vehicles are on circuit.
- g) Fog light blanking panels can be used.
- h) Mounting of towing straps to the vehicle's structure using a minimum of M12 bolts is mandated as required by the current MOTORSPORT UK year book.
- i) Extinguisher and Battery Isolator push buttons/pull cables must be fitted to the front LH side of the vehicle as per the Technical Manual.
- j) Front wheel arch liners may be modified or removed to only cover the rear section of the engine bay (between the strut tower and front bulkhead) and protect the engine bay from water and debris ingress, as per the Technical Manual.
- k) Standard bonnet catch mechanisms must be removed completely.
- l) Bonnet and boot opening struts may be removed but is not mandated.

7.2.2 Modifications Prohibited

7.2.2.1 General

- a) Modifications to the vehicle beyond those permitted within section 7.2.1 are strictly prohibited.
- b) Taping or smoothing of joints between panels is prohibited. Other than to help secure a body part temporarily after an incident during that day/weekend racing/qualification.

7.2.2.3 Interior

- a) Electric windows must remain fitted and operable by the driver whilst seated and strapped in.
- b) Removal of seam sealer within the passenger compartment is prohibited other than as required to facilitate fitment of the roll cage and seat mountings as per section 7.1.
- c) Vehicle interiors must be in good condition, with no sharp edges and fit for purpose.
- d) Dashboard systems other than specified in the Technical Manual

7.2.2.4 Exterior

- a) Removal of vehicle underbody sealant is strictly prohibited except for localised areas to facilitate fitment of a seat mount or roll cage as per section 7.1.
- b) Removal of the front and rear bumper crash bars/supports are strictly prohibited.
- c) Front windscreen wipers (both) must remain fitted and operable.
- d) Aerocatch or similar bonnet pins or standard type steel bonnet pins must be fitted.
- e) Windows must remain as per OEM fitment glass items and both must remain fully operational.
- f) Vehicle Silhouette must remain as per standard 2003-2006 BMW Z4 E85 specification with no additional modifications, except for 2 x rear spoiler modification Part No CCR-Z4RSM-01 and CCR-Z4RST-01 and 1 x Front Splitter CCR-Z4FRSP-01
- g) Engine under trays other than the standard fitment type are prohibited.
- h) The Series Organisers reserve the right to refuse entry to vehicles presented to poor standards.

7.3 Ground Clearance

- a) Vehicle ground clearance at ANY POINT must be no lower than the minimum saloon car MOTORSPORT UK regulations as per Section J 5.20.11 following the end of any official qualifying or race session.
- b) Ride height must be measured with the driver seated, tyres fully inflated and in full race trim including all fluids.

7.4 ENGINE:

7.4.1 Permitted Modifications

- a) Engines in the future may need to be modified to receive lock wire kit CCR-Z4LKW-01 which must be installed by Z

Cars Racing Series Organisers as per the Technical Manual.

- b) To facilitate the mandated removal of the standard heater box/matrix the vehicle may be fitted with the heater bypass kit
- c) The Carbon/Charcoal Canister must be removed and bypassed. The fuel tank breather system must be modified as per the Technical Manual.
- d) Throttle body heater pipes must be removed and the system bypassed as per the Technical Manual.
- e) Engine mountings may be replaced using OEM parts only.
- f) Engines must not have their ECU control systems replaced
- g) Air conditioning system components may be removed in full if originally fitted.
- h) Additional sensors to allow for additional dashboard/instrument functions are permitted as per the Technical Manual, but must form part of one of the allowed dashboard kits as specified in 7.2.2.3(d).
- i) Crankshaft Journals may be machined for the purposes of re-grinding after a failure only with big end and main bearing journals allowed to be ground to facilitate fitment of oversize bearing shells in +0.25mm and +0.50mm sizes only as per the Technical Manual.
- j) Oil pump upgrade kit CCR-Z4OPU-01 may be fitted to help longevity of the oil pump on the M54 engine, or the oil pump nut may be modified to accept lock wire to prevent loosening but no other modifications are permitted.
- k) The VANOS Oil Pipe must remain as per standard fitment.

7.4.2 Prohibited Modifications

- a) Engine balancing or machining beyond standard OEM specification in any way is strictly prohibited.
 - b) Skimming of cylinder head and/or block for the purpose of increasing compression ratio (CR) is strictly prohibited. Any engines to be found running a CR outside of the tolerance specified within the Technical Manual must be fitted with a head gasket of an increased thickness with BMW part number 11127501305 with an uncompressed thickness of 1.00mm (+0.30mm oversize)
 - c) When replacing the cylinder head gasket of standard thickness type, the gasket must be replaced using the standard fitment BMW part number 11127501304 with an uncompressed thickness of 0.70mm
 - d) Removal of material or polishing to match gaskets, modify inlet or exhaust ports, combustion chambers or any other component within the cylinder head is prohibited.
 - e) Valve-train components must be to OEM specification including but not limited to; springs, rockers lifters, retainers and VANOS system.
 - f) Camshaft timing must be as per OEM specification and all locking tools must fit correctly with the crank and cam shafts aligned as, as per the Technical Manual.
 - g) Camshafts must be OE BMW only and not aftermarket type as per the Technical Manual.
 - h) Inlet and Exhaust valves must be of Standard OEM specifications only and valves/seats must be cut as per the Technical Manual.
 - i) Pistons must be OEM Standard size 83.955 mm as per BMW Part Number 11257506222 for Z4 3.0 and 80mm with corresponding BMW Part Number for Z4 2.2 the connecting rods must be as per standard fitment of OEM type BMW Part Number 111241437210 Z4 3.0 and conform to the Technical Manual and associated BMW Part Number for the Z4 2.2..
 - j) Modifications to the engine to alter OEM oil pressure are strictly prohibited, and the oil pump, pressure relief valve and all restricting holes/orifices are to remain standard in size and type.
 - k) All Engine Sensors must remain as per standard and operate as the manufacturer intended, with the exception of the modifications permitted within the Technical Manual.
 - l) Crankcase ventilation system must remain as per OEM fitment.
 - m) The engine and any of its components must not be modified in any way other than specified, and must conform to all specified points within the Technical Manual.
 - n) The throttle body must operate as per OEM and open correctly as specified in the Technical Manual section.
 - o) Any modifications other than those specifically allowed are viewed as prohibited and therefore illegal.
 - p) Additional oil sump baffles or windage trays of any type are not permitted.
 - q) Crankshaft Damper must remain as per standard BMW Part Number 11237513862 currently, and be in good condition.
- a) The standard fitted location of the engine must be retained and not modified in any way, and all standard mountings other than mountings as allowed within in 7.4.1(f) must be used.
 - b) Engine mounting points must not be modified in any way.

7.4.4 Oil/Water Cooling

- a) A standard radiator cooling fan must be fitted and fully operational to OEM specifications as per BMW Part Number 17427519704.
- b) The water cooling system must remain as per standard fitment with the exception of modifications allowed within 7.4.1(c) and 7.41.(e)
- c) The radiator must be as per OEM fitment design and be the same type as BMW Part Number 17119071517 or CCR-Z4FRAD-01
- d) Coolant hoses must remain as per standard construction, shape and material other than to bypass the heater and throttle body heaters as specified.
- e) An oil cooler for cooling engine oil temperatures is not permitted at this time.
- f) The engine water Thermostat must be of the same type as BMW Part Number 11531437040 and retain functionality at all times.

7.4.5 Induction Systems

Induction systems must remain standard with the exception of:

- a) Inlet air duct must be as per OEM specification with reference to the Technical Manual
- b) An air filter element must be fitted.
- c) Removal of the standard intake ducting or modification to the air inlet system is strictly prohibited. All parts must remain assembled and connected at all times. The engine air inlet system assembly is shown clearly for the avoidance of doubt in the Technical Manual.

7.4.6 Exhaust Systems

- a) The exhaust system must retain the standard right hand drive exhaust manifold and gasket arrangement and be of OEM BMW manufacture as per Part Numbers 18407518673 and 18407518674.
- b) The exhaust system may be partly replaced with the part CCR-Z4EXHT-01 a free flowing centre section.
- c) No other exhaust system modifications are permitted other than specified.
- d) Exhaust must be in good condition and complete with no leaks.
- e) Heat resistant wrapping or coatings are not permitted of any type.

7.4.7 Ignition Systems

- a) Ignition systems must remain standard fitment type with a OEM Specification Coil-on-Plug (COP) Ignition Coils and mandatory fitment spark plugs:
NGK Part #: **BKR6EQUP**

7.4.8 Fuel Delivery Systems

- a) Fuel systems must be as per originally fitted on the vehicle including fuel filter, vent systems and carbon canister, unless the fuel lines are to be ran through the vehicle interior. It is permitted to run the fuel lines through the vehicle's interior, in which case the fuel line kit CCR-Z4FHK-01 may be used but is not mandated.
- b) Fuel rail pressure must be 3.5 bar as per the standard vehicle within reasonable tolerance, and may be tested for compliance by a calibrated pressure tester by the Series Organisers at any time during a Z Cars Racing event.
 - c) Fuel pressure regulator must remain as per original fitment.

7.4.9 Engine Performance Testing/Engine Parity

- a) The Series Organisers reserve the right to organise a group engine power test at a random venue, at any time using a chassis dynamometer. Vehicles must be transported directly to the power testing venue in a fully sealed specification in the same condition the vehicle finished the event, with no exceptions.
- b) Should performance testing be found to identify a difference in one or more competitors vehicles outside of a reasonable pre-determined tolerance when compared to other vehicles on the group test or as previously tested by The Series Organisers, then the right is reserved to retain the vehicle for further assessment and potential engine and other components strip down to verify compliance with the regulations.
- c) The Series Organisers may use a 'Compression Ratio Tester' operated in a controlled manner as per the Technical Manual to determine if any competitor's engines require further scrutiny and investigation.
- d) The Series Organisers reserve the right to publish results found by performance testing or component analysis.

7.5 SUSPENSION:

7.5.1 Permitted Modifications

- a) Front Suspension Top Mounts must be replaced with mandatory fitment parts CCR-GAZ-Z4FTM1 or 2
- b) Rear Suspension Top Mounts must be replaced with mandatory fitment parts CCR-GAZ-Z4RTM
- c) Front and Rear suspension dampers must be replaced with mandatory fitment parts CCR-GAZ-Z4FRD and CCR-GAZ-Z4RRD
- d) Front Suspension Main Springs must be as per any of the mandatory fitment parts CCR-GAZ-Z4FRS
- e) Rear Suspension Main Springs must be as per any of the mandatory fitment parts CCR-GAZ-Z4RRS
- f) Front Helper Springs and Rear Tender Springs Supplied with Springs as per 7.5.1 d) and e)
- g) Anti-Roll Bars must be the OEM type as fitted to M Sport specification BMW Z4 3.0's;

- 25mm Front ARB (BMW Part Number 31351096364)

- h) Anti-Roll Bar drop links must to the same specification as OEM type apart from the front as specified below and within the Technical Manual;

Front ARB Drop Link (Mandatory Fitment Part Number CCR-Z4FDL-01)

- i) Suspension Bushes must be fitted with the mandatory Z Cars Racing Powerflex Bush Kit and fitted as per the Technical Manual. The bush kit comprises of;

PFF5-5601GBLK (x2)
 PFF5-4602-25BLK (x2)
 PFR5-3608BLK (x2)
 PFR-4610BLK (x2)
 PFR5-4617BLK (x2)
 PFR-4625BLK (x2)
 PFR5-4615G (x1)
 PFR5-4626BLK (x1)

PFR5-504-19BLK (x2)
 PFR5-4611BLK (x2)

- j) All Suspension components must be fitted in accordance with Z Cars Racing Technical Manual.
- k) Suspension geometry is free within adjustment ranges provided by the regulations and fitment of components as per the Technical Manual.
- l) Front camber, castor and toe adjustments are achieved by use of the mandated front suspension top mounts and offset front lower wishbone rear mounting bush only.
- m) Rear camber and toe adjustments are achieved by use of the mandated Powerflex rear suspension adjustable lower link arm.
- n) Ride height is free as long as the lowest point on the car including the exhaust is no less than the minimum specified Ground Clearance as specified within section 7.3.

7.5.2 Prohibited Modifications

- a) Suspension mounting points must remain as per OEM and must be unmodified.
- b) Suspension damper valving must remain as per originally supplied by CCR.
- c) Damper servicing must be carried out through CCR acting as an agent of GAZ Shocks to ensure all units are valved as supplied by CCR for use in Z Cars Racing.
- d) Seals provided by the Series Organisers must not be removed from suspension units. Any missing seals will render the vehicle ineligible for Z Cars Racing.
- e) Spring types, damper types and fitted locations must conform with the Technical Manual and section 7.5.1.
- f) Front Anti-roll bars must be fitted at all times and secured correctly. No loosening or removal of Front Anti Roll Bar is permitted.
- g) All suspension components must remain as per original fitment unless specified.

7.5.3 Wheelbase/Track

- a) Wheelbase must remain as per the standard vehicle (2495 mm)

- b) Track width may be altered using part numbers CCR-Z4WS15 on Rear if using TD wheels or fronts if using OEM wheels or CCR-Z4WS30 on Rear if using OEM wheels
- c) Wheel Spacers are not permitted for any purpose other than in 7.5.3 b).

7.6 TRANSMISSIONS:

7.6.1 Permitted Modifications

- a) A solid flywheel conversion kit is permitted but not mandated. Solid flywheel conversions must only be carried out using CCR-Z4FSW-01 (3.0i) and CCR-Z4FSW-02 (2.2i)
- b) Clutch must either be as per original OEM fitment or aftermarket replacement for fitment to dual-mass flywheel.
- c) If the solid-flywheel conversion kit has been fitted, clutch must be part number CCR-Z4CK-01 (3.0i) and CCR-Z4CK-02 (2.2i) (as originally supplied within the flywheel kit).
- d) Gearshift lever knob choice is free.
- e) Clutch fluid pipes may be replaced by braided types.

7.6.2 Prohibited Modifications

- a) The standard gearbox must remain fitted and retain the original ratios as specified in 7.6.3. Tolerances within the differential must remain as per OEM specification.
- b) No modifications are permitted to the drivetrain in any way other than those above and must remain as per OEM installation.
- c) Traction Control Systems may be removed entirely and any additional form of rev-limiting or devices to alter wheel speed are strictly prohibited.
 - c) Gear linkage must remain as per standard fitment.

7.6.3 Transmission & Drive Ratios

- a) Z4 3.0 Standard Gear Ratios must remain as per the original fitment 6 Speed Manual Transmission;

1st = 4.35:1
2nd = 2.50:1
3rd = 1.66:1
4th = 1.23:1
5th = 1:00:1
6th = 0.85:1

- b) Z4 2.2 Standard Gear Ratios must remain as per the original fitment 5 Speed Manual Transmission ;

1st = etc etc

- c) The Final Drive Ratio may be changed to 3.38:1 Ratio on the Z4 3.0 which must be sourced from CCR with Part Number CCR-Z43.38LSD-01 with the Quaife LSD or CCR-Z4OD3.38-01 without the Quaife LSD.
- d) The existing 3.09 Final Drive Ratio on the Z4 3.0 may be kept and have fitted the Quaife LSD which must be sourced from CCR Part Number CCR-Z43.09LSD-01.
- e) The Final Drive Ratio on the Z4 2.2 must be kept the same, 3.38 and no LSD used.

- c)The Series Organisers will check gearbox and final drive ratios from time to time to ensure eligibility.

7.7 ELECTRICS:

The standard wiring loom must be used. Only modifications permitted are to take out unnecessary wiring eg speaker wire.....if in doubt please contact;

Coupes and Convertibles Racing
58-62 Langley Common Road
Barkham
Berkshire

RG40 4TS

Julian@coupesandconvertibles.co.uk

7.7.1 Exterior Lighting

Exterior lighting must at minimum operate dipped headlights, rear sidelights, full beam, indicators front and rear, rear rain light (may be centre boot brake light), brake lights.

7.7.2 Rain Light

The rain light may be of an MOTORSPORT UK approved type securely mounted to the roll cage and clearly visible from the vehicle's rear with and without a hardtop roof, or the third brake light mounted within the bootlid may be converted to operate as a rain light as per the Technical Manual.

7.7.3 Batteries

a) A mandatory fitment battery isolator kit as per part number CCR-Z4SWP-01

7.7.4 Generators

a) Alternators must be fully functional as per the OEM fitment at all times and provide battery charge whilst the engine is running.
b) Alternator must be as per originally fitted type and no less than 80 AMP charge rate.

7.7.5 Starter Motors/Starting Systems

a) Starter Motor must be as per OEM fitment part number 12412354693.
b) Ignition and Start systems may be bypassed from standard key operation to use a switch panel mounted on the dashboard and a push button start system.

7.7.6 Transponders (Official Timing)

Transponders must be fitted to the LH outer chassis rail and preferably direct powered as per the Technical Manual.

7.8 BRAKES:

7.8.1 Permitted Modifications

- a) The vehicle handbrake may be removed in its entirety (including shoes, mechanism, cables and handbrake lever) or retained in a fully operational state actuating on both rear wheels to MOT Standard.
- b) The brake disc backing plates may be removed on the front axle, but not the rear.
- c) The Front Brake Calipers must be upgraded to Z Cars Racing specification Front Brakes by use of brake calipers, caliper carriers to suit 325 x 25mm for Z4 3.0 and 300 x 25 mm for Z4 2.2 respectively Discs as per part number or
- d) The front brake pads must be as per part number CCR-Z4FBP-01/02
- e) The rear brake pads must be as per part number CCR-Z4RBP-01/02
- f) The front brake discs must be as per part number CCR-Z4FBD-01/02
- g) The rear brake discs must be as per part number CCR-Z4RBD-01/02
- h) Brake Discs and Pads must be sourced from the Nominated Parts Supplier only and may be individually marked;

Coupes and Convertibles Racing
58-62 Langley Common Road

Barkham
Berkshire
RG40 4TS

Julian@coupesandconvertibles.co.uk

j) Brake lines may be ran through the vehicle interior and it is recommended to use Brake Line Interior Kit CCR-Z4IBLK-01 but is not mandatory.

k) Braided brake lines may be fitted to the brake calipers and it is recommended to use the Brake Line Kit CCR-Z4BHK-01

7.8.2 Prohibited Modifications

- a) ABS System removal.
- b) Any form of brake bias modification.
- c) Brake components must be supplied by the Nominated Supplier and be of the mandated part numbers where specified.
- d) Rear brake disc sizing and calipers must remain as per OEM specification. with discs as per 7.6.1(g).
- e) Brake Calipers, Master Cylinders and Brake Servo's must be as per OEM fitment unless specified.
- e) Any form of brake ducting is prohibited.

7.9 WHEELS/STEERING:

7.9.1 Permitted Options

- a) Wheels must be replaced with any BMW Z4 OEM 8j x 17" wheel and 15mm spacer CCR-Z4WS15 for fronts and CCR-Z4WS30 for rears or Team Dynamics 8Jx17 ET30 CCR-Z4TDET30-01 with a 15mm spacer CCR-Z4WS15 for the rear and must be fitted with identification seals/markings to certify legality for use in Z Cars Racing.
- b) Wheel stud kits may be fitted to aid removal/fitting of the wheels.
- c) Power steering must not be disabled completely by removal of the power steering motor from the column as per the Technical Manual.
- d) Steering wheels may be replaced with a steering wheel of a race type including addition of a steering wheel boss kit as per part number to facilitate fitment as per MOTORSPORT UK regulations.
- e) A snap off type steering wheel boss may be fitted.
- f) Steering wheel height may be adjusted by altering the steering column mount spacing. If an adjustable steering column is fitted, it must be secured permanently by modifying the column as per the technical manual and fastened using a bolt and locking nut only.

7.9.2 Prohibited options

- a) Steering rack must be of OEM fitment type for a BMW Z4 as per BMW Part Number 32116777507.
- b) Steering column universal joint must be of OEM fitment type.

7. TYRES:

8.1 Specifications

- a) **Toyo Tires 195/50/15 or 205/50/15 R888R is the mandatory fitment tyre for Z Cars Racing Class Z3.**
- b) **Toyo Tires 225/45/17 R888R is the mandatory fitment tyre for Z Cars Racing Class Z4.**
- c) Tyres must be supplied by the Nominated Supplier where tyres are individually marked to ensure compliance with Z Cars Racing regulations and distributed to all competitors.

8.2 Nominated Tyre Supplier

The nominated tyre supplier for Z Cars Racing is;
Coupes and Convertibles Racing
58-62 Langley Common Road

Barkham
Berkshire
RG40 4TS

Julian@coupesandconvertibles.co.uk

8.3 Tyre Usage

- a) Tyre buffing and Shaving is strictly prohibited.
- b) Tyres must be fitted in the correct rotation as marked on the tyre sidewall only.
- c) The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- d) Tyres must only be used in full sets and no mixing and matching of tyres of different types if permitted.
- e) The original tyre tread pattern must remain visible at all times on tyres used in Z Cars Racing events.

8. WEIGHTS:

- a) Class Z3 Minimum weight of **1170 KG** including driver as weighed at the end of the session/race, Please that the driver must carry fuel to meet this weight, while weight tray technology is being investigated.
- b) Class Z4 Minimum weight of **1350 KG** including driver as weighed at the end of the session/race. Please that the driver must carry fuel to meet this weight, while weight tray technology is being investigated

9. FUEL TANK/FUEL:

10.1 Fuel Tank Type

Fuel tank type must be as per originally fitted OEM type and retain the standard fuel pump.

10.2 Locations

Location must be as per original with no modifications permitted.

10.3 Fuel Type

- a) Fuel must conform to MOTORSPORT UK definition of 'Pump Fuel' in the current MOTORSPORT UK year book to be permitted for use in Z Cars Racing.
- f) Octane boosters and fuel treatments are prohibited.

10.4 Fuel Testing

- a) All vehicles must complete the race with a minimum of 3 litres of fuel to allow for post-event analysis of competitors fuel which may be sampled following the completion of any session.
- b) Fuel dry-break sampling valves may be fitted to the fuel feed pipe within the engine bay but are not mandated.

10. SILENCING:

All vehicles must comply with current MOTORSPORT UK regulations for silencing.

11. NUMBERS/CHAMPIONSHIP DECALS:

12.1 Positions/Allocation

- a) **Coupes and Convertibles Racing**
- b) **ZCars**
- c) **MSVR**
- d) **Quintech Racing**
- e) **Instagram Account**
- f) **Powerflex**

- g) Upon Registration, competitors will receive a full sticker pack including;

Number board, series sponsor logos for interior & exterior and where to fit them..

- h) Logos to be displayed on all cars as per 12.1(a);
Coupes and Convertibles Racing
ZCars
MSVR
Quintech Racing
Instagram Account
Powerflex

12.2 Suppliers

All decals must be sourced as a pack from;

The nominated tyre supplier for Z Cars Racing is;
Coupes and Convertibles Racing
58-62 Langley Common Road
Barkham
Berkshire
RG40 4TS

Julian@coupesandconvertibles.co.uk

12.3 Sponsorship/Liveries/Presentation

- a) Sponsorship logos and liveries must not conflict with that of any Series Sponsors.
b) All competitors must run the designated sponsors livery stickers at all times and all vehicles must conform to the sponsorship layout diagram as per 6.14.1(a)
c) Drivers registered in the Under-21 class may display yellow sun strip stripes as supplied by the Series Organisers to designate entry into the class.

12.4 Drivers Overalls

Drivers may be required to reserve a section of their overalls for a sew-on patch as required by The Series Organisers if specified.

12. TECHNICAL MANUAL:

The official Z Cars Racing Technical Manual is available to competitors registering for the series and is included within the initial welcome pack following series registration.
The Technical Manual is used to provide competitors information on how to build and maintain their own vehicles, along with ensuring compliance of all vehicles to the Z Cars Racing Technical Regulations.

13. Z CARS RACING VEHICLE LOGBOOK:

All vehicles entered in Z Cars Racing regulated events will be required to hold a log book as issued by The Series Organisers which show all seal numbers and serial numbers of fitted components to assist with scrutineering and eligibility issues.

The logbook will be made available to the competitors once they registration for the Series.

14. REGISTRATION FORM

To register interest for the Z Cars Racing Series please email;

Julian@coupesandconvertibles.co.uk

16. The following Commercial Undertakings are not subject to the Judicial procedures of either the Series Stewards and/or the MOTORSPORT UK/MSC.

16.1 RACE ORGANISING CLUBS & CONTACTS:

MotorSport Vision Racing
Brands Hatch
Longfield
Fawkham
Kent
DA3 8NG
Joe East
Tel 01474 875318
joe.east@motorsportvision.co.uk
www.msvracing.co.uk

Coupes and Convertibles Racing
58-62 Langley Common Road
Barkham
Berkshire
RG40 4TS

Julian@coupesandconvertibles.co.uk

17. APPENDICES:

Alterations to the Series Regulations may be issued by form of an official Bulletin released on the Z Cars Racing website and via email to all registered competitors. Alterations will be kept to a minimum to ensure continuity.