

2007 EASYTRACK PRODUCTION BMW CHAMPIONSHIP

0. PREAMBLE

The Production BMW Championship is a low-cost, one-make race Championship for the BMW 3 series (E30). Founded in 2004 as a Lydden Hill based series, Championship status was achieved for the 2006 season after a successful year of National racing in 2005.

The Championship has proved to be affordable, fun and safe, as well as providing competitive and very close racing.

Costs are kept low by limiting cars to either the 318i or 320i models with only limited modifications permitted. However, costs are not cut when it comes to safety and high standards are maintained and continually developed in this area.

2007 EASYTRACK PRODUCTION BMW CHAMPIONSHIP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2007 EASYTRACK PRODUCTION BMW CHAMPIONSHIP is organised and administered by the British Automobile Racing Club Ltd (BARC) 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 Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

MSA Championship Permit No: **CHR2007 / 048**

Race Status: **National B**

Championship Grade: **D**

1.2 Officials:

1.2.1	Championship Co-ordinator:	Nicola Bush	BARC
1.2.2	Drivers Reps:	Liam Crilly Dave Mullender	SELOC SELOC
1.2.3	Licensed Eligibility Scrutineer:	Keith Hancock	BARC
1.2.4	Stewards:	Dale Wells Rick Smith Bill Coombs Robin Knight	BARC BARC BARC 750MC

Any three of the above may reach a decision

1.3 Competitor Eligibility:

- 1.3.1 Entrants where applicable must be in possession of a valid 2007 MSA Entrants Licence.
- 1.3.2 Drivers must be fully paid up valid 'racing membership' card holding members of the CTCRC, SELOC Motorsport, and the BARC be Registered for the Championship and be in possession of a valid MSA Competition (Racing) National B Licence or higher.
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration:

- 1.4.1 All drivers must register as competitors for the championship by returning the Registration Form to the Co-ordinator a minimum of 7 days prior to the Final Closing date for the first round being entered. Championship points will only be awarded to competitors who have fully complied with this regulation.
- 1.4.2 The Registration Fee is Free
- 1.4.3 Registrations will be accepted from 1st January 2007 until further notice.
- 1.4.4 Registration numbers will be the permanent Competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the CTCRC Registrar in consultation with the Championship Co-ordinator and these will be issued strictly on receipt of a fully completed Membership Application form and membership fee.
- 1.4.5 Official Championship Registration Cards will be issued by the BARC only on receipt of the attached Registration Form.
- 1.4.6 Appropriate CTCRC registration cards must be displayed on the front windshield of each competing vehicle.

1.5 Championship Rounds:

The 2007 EASYTRACK PRODUCTION BMW CHAMPIONSHIP will consist of races as follows:

Round:	Date:	Circuit	Organising Club
1	21-22 April 2007	Brands Hatch	BARC
2	13 May 2007	Mallory Park	BARC
3	28 May 2007	Castle Combe	CCRC
4	16-17 June 2007	Silverstone	BARC
5	14-15 July 2007	Croft	BARC
6 / 7	28-29 July 2007	Pembrey	BARC
8	11-12 August 2007	Snetterton	BARC
9	01-02 September 2007	Donington Park	MSVR
10	16 September 2007	Thruxton	BARC
11	29 September 2007	Oulton Park	BARC (NW)

- 1.5.1 In accordance with MSA regulation B.8.4.c the Organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Points:

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:

30,28,26,24,22,20,18,16,14,12,10, 9, 8, 7, 6, 5, 4, 3, 2,1, plus **2** for fastest single recorded lap in practice or race, provided that the driver in question is not the race winner. Should this be the case the point will not be re-allocated to another driver.

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

In addition, all competitors will be awarded a separate and additional 30 championship points for having successfully completed a full day as a marshal at an MSA sanctioned Race Event, subject to their race licence being signed to confirm completion of their duties; and the event having been run before or on the last championship race date of the PBMW 2007 calendar. Each driver claiming these points must present their signed race licence Upgrade Card to a member of the committee who will record that they are eligible for these points before they will be added to the championship scores.

- 1.6.2 The totals from all qualifying rounds run **less 2** will determine the final championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in Regulation J.3.4. of the 2006 MSA Yearbook.

1.7 Awards:

1.7.1 All awards are to be provided by the Race Organisers

1.7.2 Per Round: Garland and Trophy to the Race Winner.
Trophy to second and third

1.7.3 Championship: None

1.7.4 Bonuses: None

1.7.5 Presentations:
Garlands and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money and Bonuses shall be posted to the Entrants within 28 days of the results being declared final after each race.

1.7.6 Entertainment Tax Liability. Not Applicable.

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

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds: In accordance with Section O of the 2007 MSA Yearbook and these regulations

2.2 Championship: In accordance with Section O of the 2007 MSA Yearbook and these regulations

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

- 3.1.1 Registered Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates, which shall be 20 days before each round.
- 3.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting **BEFORE** signing-on.
- 3.1.4 The Maximum Entry Fee for each round shall be: As detailed in the SR's for the event in question.
- 3.1.5 There is no provision for Qualification Races to be run in this Championship
- 3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins, All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for a round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the **GREEN FLAG LAP** or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start **MUST** be obtained from the Clerk of the Course.

3.2 Briefings:

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

3.3 Practice:

- 3.3.1 The minimum period of practice to be provided for a one race event is to be as specified in the MSA Regulations in respect of the circuit lengths.
- 3.3.2 Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship criteria and the decision of the Clerk of the Course shall be final.

3.4 Qualification:

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation J.4.4. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation J.4.4.3.

3.5 Races:

The standard minimum scheduled distance shall be 16 miles 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 full points scoring round.

3.6 Starts:

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

- 3.6.2 The Countdown procedures/audible warnings sequence shall be:
Standing Starts:-
3 minutes to start of Green Flag/Pace Lap - Close Pitlane Exit.
2 minutes to start of Green Flag/Pace Lap - Clear Grid Warning/Grid Closed.
1 minute to start of Green Flag/Pace lap - Start engines/Clear Grid.
30 seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars removed from the grid after the 3 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit. whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation J 13.10.2 and any drivers 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.
- 3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

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

3.7 Race Stops:

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

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

- 3.7.2 Case A - Less than two laps completed by Race Leader:

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

- 3.7.3 Case B - More than two laps completed by Race Leader but less than 50% of race distance completed:

The race will restart from a grid set out in the finishing order of part one. The result of the race will be the finishing order at the end of part two. The result will not be aggregated. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.4 If the leader has completed more than 50% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation J.5.4.4.

3.8 Re-Scrutiny:

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

3.9 Pits & Pitlane Safety:

- 3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times.
The onus shall be on all Drivers to take all due care and drive at minimum speeds in pitlanes.
- 3.9.3 Refuelling: May only be carried out in accordance with the MSA J.14 Regulations, Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

3.10 Race Finishes:

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

3.11 Results:

All Practice Timesheets, Grids, Race Results are to be deemed **PROVISIONAL** until all vehicles are released by SCRUTINEERS after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 Timing Modules:

- 3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and 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. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.
- 3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 Safety Car:

There is no provision for the use of a Safety Car in events forming part of this Championship

4. CHAMPIONSHIP RACE PENALTIES:

4.1 Infringements of Technical Regulations:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Infringements of 5.8.1.i or 5.14, if corrected before the race, will be subject to the provisions of MSA Regulations O.3.3. All other infringements will result in suspension of CTCRC membership for a minimum period of 90 days or 3 races (whichever is longer).
- 4.1.2 Arising from post race Scrutineering of Judicial Action:
Minimum Penalty: The provisions of MSA Regulation O.3.5.1 (b) and suspension of CTCRC membership for a minimum period of 90 days or 3 races (whichever is longer).
- 4.1.3 Additional specific Championship penalties: At the discretion of the Championship Stewards.
- 4.1.4 Any competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Stewards of the Championship for possible imposition of further penalties which may include total exclusion from the Championship

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

As per 2007 MSA Judicial Procedure Regulations.

2007 EASYTRACK PRODUCTION BMW CHAMPIONSHIP

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 Production BMW Championship Committee reserves the right to review data a maximum of three times during the championship season and to introduce performance equalising measures accordingly with a minimum of 14 days notice to the MSA and competitors concerned. 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.

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 Production BMW Championship Committee for a decision. Competitors should assume that unless a modification is specifically permitted, that any modification is prohibited.

All competing vehicles shall be road legal and be capable of passing an MOT test at the beginning of each qualification or race entered. Insurance for road use, road fund licence and an MOT certificate are not required.

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

5.3. SAFETY REQUIREMENTS:

5.3.1 All MSA Appendix Q Safety Criteria 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 Q2.2 (J20.14.2)
- ii) A suitable harness of six-point design and carrying an FIA approved label must be fitted according to regulations Q 2.1
- iii) The use of an approved HANS device is recommended. To ensure correct fitment, please refer to the document published by the FIA Institute for Motor Sport Safety entitled "Guide for the use of HANS in international motor sport".
- iv) A plumbed-in fire extinguisher is required as detailed in regulation Q3.2 (J20.14.7) of minimum capacity 3.5 litres.
- v) A suitable Rollcage must be fitted, meeting the requirements set out below.

5.3.2 The following criteria must be met for rollcage design and installation, with the exception of 5.3.2 v which is optional.

- i) The rollcage design, construction and installation must satisfy all of Q1.1, Q1.2 and Q1.3.
- ii) The rollcage material must be of cold drawn seamless carbon steel only.
- iii) Side intrusion Doorbars must be fitted and in accordance with Q1.2.5.b and optionally Q1.2.7.
- iv) 6-point rollcages must include at least one reinforcement member as described in Q1.2.5.a.
- v) Triangulation between the rollcage front legs and front strut towers is permitted.

5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 5.4.1 Cars must fully comply with all relevant requirements of the 2006 MSA Year Book sections E and J and these regulations.
- 5.4.2 In respect to front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.
- 5.4.3 One or more wide angle mirrors must be fitted to the standard wing mirrors or rear view mirror in order to cover the car's blind spots.
- 5.4.4 To allow for scrutineers' wire seals, every installed engine must have 1.6mm holes drilled in at least two adjacent sump bolts and two adjacent rocker/cam cover bolts.
- 5.4.5 All engines will be sealed at the car's first event. The seals must be in place at all times. If a seal needs to be removed for any reason, the entrant must inform the championship scrutineer who will then re-seal at the first opportunity.
- 5.4.6 To facilitate technical scrutineering, engines will frequently be power tested with a handheld dynamometer, known as a Schrick meter and operated in accordance with the manufacturer instructions. In order to assist this process, all competing cars must be fitted with a standard electrical connection to operate the device.

Schrack connectors and fitting instruction are available on request from the PBMW Championship Committee.

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.

5.6. BODYWORK:

As per MSA regulation E12.2 apply as relevant

5.6.1 Modifications permitted but not mandated

- i) All sound proofing and heat shielding material may be removed
- ii) Mechanically operated items may replace electrically operated items provided that the substituted mechanical parts were available on the 318i/320i E30 models. It is not permitted to replace an electrically operated part with a non-standard alternative mechanical part or mechanism.
- iii) Sunroof mechanisms can be removed entirely. If the sunroof panel is removed it must be replaced with the same material and thickness as the roof skin (J20.14.6).
- iv) A strut brace between the front strut towers may be fitted.
- v) A strut brace between the rear strut towers may be fitted.
- vi) Items originally fitted as optional extras to the vehicle may be removed. This includes:
 - Cruise control
 - Air conditioning
 - Headlamp wash/wipe
 - Front fog lights
 - In-cabin headlamp height adjuster
- vii) The original engine undertray may be removed or replaced with a metal skid plate to protect the sump provided that the plate is not be more than 100mm wider than the sump and extends no further back than the front bulkhead.
- viii) A metal skid plate may be fitted to cover the fuel tank. The plate itself may not extend more than 100mm beyond the tank in any direction.
- ix) Door cards may be removed. If removed, they must be replaced with an alternative panel that protects the driver from sharp edges and the intrusion of metal structures in the event of a side impact.
- x) A boot spoiler may be fitted to the rearmost edge of the boot lid. This spoiler must be of the same material and dimensions as BMW part "HECKSPOILER TYP 1 916 038".
- xi) Number plates may be removed.
- xii) Headlamps may be covered with protective tape provided they are not coloured red.

- xiii) Front and rear windows may be covered with championship or personal sponsor livery to a maximum depth of 250mm from the top of the window, measured from the centerline of the vehicle and must also comply with J.20.2.2.
- xiv) The rear bulkhead may be modified to accommodate the rollcage. 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 after fitting the rollcage.
- xv) The bonnet catch mechanism may be replaced as per J20.2.6. Redundant bonnet hinges and support struts may be removed but refer to 5.5.
- xvi) 4-door and estate models may remove the interior material and window mechanisms from the rear passenger doors.
- xvii) Estate models may remove the interior material and hinge mechanisms from the tailgate but refer to J20.2.6.
- xviii) 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.
- xix) All side window glass may be removed from convertible models

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 Q2.2.
- 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 and the part of it to the left of the centre console (i.e. the glove box area) may be removed provided the dash is securely fitted and has suitable alternative supports. Windscreen vents must remain to allow demisting. Driver and passenger facing vents may be removed.

5.6.3 Modifications prohibited:

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

- i) Silhouette must remain standard. All spoilers, dams, splitters, aerofoils and diffusers are prohibited other than that mentioned in 5.6.1.x.
- ii) All window glass must be retained as originally fitted except where allowed by 5.6.1 xix. If nets are used to cover open side windows then the glass must still be retained.
- iii) Material, thickness and profile of external body panels may not be changed.
- iv) Plan must be as standard with no extensions to wheel arches permitted.
- v) The use of any undertrays, diffusers or any other aerodynamic device fitted to the underside of the vehicle, other than those fitted as standard, is prohibited but refer to 5.6.1.vii and 5.6.1.viii.
- vi) All bumpers must remain in complete condition. Bumper dampers, filling and all bumper mounting points must be retained.

Competitors are reminded that cars must be capable of passing an MOT test with the exceptions of modifications permitted by 5.6.1 and 5.13. "Write-off" cars are permitted so long as they are capable of passing the MOT roadworthiness test. A current MOT certificate is not required.

5.7. ENGINE:

As per MSA regulations E12.4, E12.10, E12.12, E12.13, E12.16 and the following.

- 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) No modifications to the engine or any ancillaries, including the fuel (except fuel pump [5.15 v]), ignition systems or ECU are permitted. For the benefit of doubt, the engine must retain the standard specification block, pistons, con-rods, cylinder head, camshafts, valves, fuel pressure regulator and fuel rail.
- iii) Cleaning and decoking of the cylinder head is permitted but polishing, machining or any other modifications are prohibited.
- iv) The induction system must retain the standard airflow meter and throttle body, but upstream of the airflow meter is free. No mechanically forced induction is allowed.
- v) The standard exhaust manifold must be retained and not modified in any way but the remainder of the system is unrestricted but refer to 5.16.

- vi) The standard cooling fan shall be retained and no additional cooling fans are permitted.
- vii) The original radiator cowling may be removed but non-standard cowling is prohibited.
- viii) Coolant hose material is free and hoses may be modified to accommodate an additional temperature sender.
- ix) The standard sump may have baffles fitted to prevent oil starvation. No other sump modifications are permitted.
- x) An oil cooling system consisting of oil radiator, oil filter head and associated pipework may be fitted solely for the purpose of reducing engine oil temperature. The oil radiator may only be fitted in front of the water radiator or beneath it. All pipework and fittings must be within the periphery of the bodywork.
- xi) The maximum overbore piston diameter is 84.5mm for the 318i and 80.5mm for the 320i.
- xii) The cylinder head may be skimmed to a minimum height of 140.6mm for the 318i and 124.7mm for the 320i.
- xiii) For the avoidance of doubt, 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.
- xiv) For the avoidance of doubt, the standard Bosch ECU model numbers are listed below:

318i	320i
280 000 310	261 200 163
986 261 705	261 200 172
280 000 328	261 200 179
986 261 713	261 200 381
280 000 318	280 001 301
986 261 708	986 261 820
280 000 330	280 001 309
986 261 714	986 261 823
261 200 157	

5.8 SUSPENSIONS:

As per MSA regulation E12.5 and the following;

5.8.1 Modifications permitted but not mandated

- i) Camber is free. The top mounts on the front struts may be modified, or new holes may be drilled on the top of the suspension tower to achieve a greater camber than available as standard. Adjustable camber plates may be fitted to the original mounts for the same purpose." A spherical bearing may replace the original on the top of the front strut..
- ii) Bush material is free provided it is not made entirely of metal (with the exception of 5.8.1.i)
- iii) All bushes must be of standard dimensions except those at the rear of the front control arms. In addition, all bushes must use only the original mountings and brackets.
- iv) Anti roll bars other than the standard front fitment to the 318i/320i (18.5mm diameter) are not permitted.
- v) Springs are free provided that they are constructed of steel but refer to 5.8.1.ix
- vi) Adjustable shock absorbers may be fitted provided that there is only one manual mechanical damping adjustment and that there are no remote reservoirs.
- vii) "Coilover" spring/damper units are permitted but refer to 5.8.1.vi. Rear coilovers must retain the original rear spring platforms but no spring may be fitted on those platforms.
- viii) 51mm diameter strut cartridges as from the BMW E30 325i model may be used.
- ix) 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. No part of the vehicle shall touch the ground if a tyre becomes deflated.
- x) Shock absorber upper mounts may use spherical bearings but must retain the standard bodyshell mounting points.

5.8.2 Modifications prohibited

- i) Other than 5.8.1.i no changes to suspension pick up points are permitted.
- 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)
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 that available on the standard car and as per 5.8.1.i
- iv) Rod ends or other spherical bearings are not permitted save for 5.8.1.i and 5.8.1.x.
- v) No rear anti roll bar is permitted.

5.9 TRANSMISSIONS:

As per MSA regulation E12.11 and the following

- i) Only gearboxes, clutch and differentials as supplied with approved engines in the E30 318i and 320i model ranges will be permitted, excluding the automatic transmission option.
- ii) Gear ratios must be as supplied with the gearbox in production form. For reference, the standard forward ratios are 3.72, 2.02, 1.32, 1.00, and 0.80.
- iii) Gearbox and differential mounting and location points must be retained and used as intended by the manufacturer.
- iv) The standard 318i/320i differential must be used, with a final drive ratio of 4.10:1. Limited slip differentials are prohibited.
- v) A "short shift" gear lever (BMW part number 25.11.7.527.252) may replace the standard item.

5.10. ELECTRICS:

5.10.1. As per MSA regulation E12.14 and the following;

- i) The standard heater/demisting mechanism (including rear window demisting) shall be retained, not modified in any way and shall be in full working condition.
- ii) The battery size and type is free but must be capable of starting the car unassisted. The battery must remain in its original location unless prevented by 5.3.2.v, in which case it may be relocated elsewhere within the engine compartment.
- iii) The standard battery clamp is inadequate and an alternative or additional battery clamp should be used.
- iv) The alternator must remain in its standard configuration and be operational at all times while the engine is running.
- v) No devices may be added or modified to provide any form of traction control, launch control or full-throttle gearshifts.
- vi) Electrical switches can only operate the function for which they were originally fitted into the car for and for no other purpose, with the exception of the key-operated ignition and starter switches which may be replaced by separate switches.

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

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

- i) On-board computers
- ii) Interior courtesy lamps
- iii) Boot illumination
- iv) Glovebox illumination
- v) Electric window override (safety) switch
- vi) Electric mirror control switch, providing mirror adjustment is still available. If electric mirrors are retained, the control switch need not be permanently installed.
- vii) Front fog lamps and switchgear.
- viii) Speakers, radio, tape player, 'head unit' or other In Car Entertainment systems.

5.10.3. Engine electronic control units (ECU's) will periodically be exchanged between competing cars with the same engine type or for a standard reference ECU held by the organisers. ECU's must therefore have good access and be quickly removable.

5.11 BRAKES:

The braking system shall be as standard as fitted to either 318i or 320i, as per MSA regulation E12.6 and the following;

- i) Anti-lock braking systems (ABS) must be removed or disabled.
- ii) Brake pad and shoe material is free but dimensions to remain as original equipment.
- iii) Discs are free but must be one-piece construction, steel, of original diameter and use standard callipers.
- iv) Adding of ducting and removal of splash guards only are allowed to improve brake cooling but refer to 5.6.1.
- v) Rear discs as per standard fitment to the BMW E30 325i or 318i/320i with optional ABS system are permitted but refer to 5.11.1.ii and 5.11.1.iii above.
- vi) No adjustment to the brake bias is permitted.

vii) The standard flexible brake lines may be replaced with braided items.

5.12. WHEELS / STEERING:

As per MSA regulations E12.7 & E12.8 and the following;

- i) The steering system including rack, tie rods, steering arms, and column shall remain as standard
- ii) The steering wheel is free within MSA regulations.
- iii) 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.
- iv) No wheel spacers that affect maximum vehicle track are allowed.
- v) Wheel hubs may be fitted with studs to accept wheel nuts.
- vi) Power assisted steering may be disabled but refer to 5.12.i.
- vii) A spare wheel may be fitted in the original location and must be securely mounted.

5.13. TYRES:

The control tyres for the championship are "Toyo Proxes R888" in 195/50R15 size only.. It is prohibited to alter the tread pattern of the tyres by cutting and the original tread pattern must remain visible at all times.

5.14. WEIGHTS:

Weight are defined in one way:

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 E12.15.1, in order to achieve the minimum weights.

5.15. FUEL TANK/FUEL:

As per MSA regulation E12.13 where appropriate. The design and location of the fuel tank shall be as manufacturer's specification. Only pump fuel as defined by section P of the 2006 MSA Year Book is permitted.

- i) Fuel Tank type - standard
- ii) Location - standard
- iii) Fuel - only pump fuel as defined by section P of the 2006 MSA Year Book.
- iv) A fuel tank guard may be fitted to the underside of the car as per 5.6.1.viii
- v) Fuel pumps are free, subject to MSA requirements.

5.16. SILENCING:

All vehicles shall conform to MSA regulation E12.17 'section A' and with the restrictions enforced by the Road Traffic Act.

5.17. NUMBERS / DECALS:

5.17.1 To be eligible to compete in a championship, it is mandatory to display the following decals (subject to availability);

- i) Windscreen sunstrip – series sponsor, TBA
- ii) Number plates (x2) – series sponsor, TBA
- iii) Front wings (x2) – series sponsor, TBA
- iv) Rear flank (upper) (x2) – series sponsor TBA
- v) Rear flank (lower) (x2) – series sponsor TBA
- vi) Series doorcard with championship sponsors (x2)
- vii) SELOC logo, front wing (x2)
- viii) BARC shield, front wing (x2)

MSA Regulation J.12 applies regarding competition numbers and backgrounds, which must be displayed to the satisfaction of the timekeepers.

MSA Regulation size competition number backgrounds and numerals must be displayed to the satisfaction of the timekeepers and as per MSA GR E11.13.1. Competitors are reminded that competition numbers must be displayed on the bonnet.

5.17.2 Competition numbers will be obtained at the competitor's expense. One full set of championship decals will be supplied by the Title sponsor, tyre supplier and/or any other sponsor and/or SELOC Motorsport. A charge may be made for replacement decals.

All championship decals and championship sponsors decals must be displayed in their entirety and in accordance with the diagram in appendix 6.2.

2007 EASY TRACK PRODUCTION BMW CHAMPIONSHIP

6 APPENDICES

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

6.1 Race Organising Club and Contacts:

Co-ordinator (SELOC) Dave Mullender, Templars Cottage, Shefford Woodlands, Berks. RG17 7AH
Tel: 07767 793400 E-mail: davem@dpmracing.co.uk

Drivers Rep: Liam Crilly, 58 Pix Road, Letchworth Garden City, Herts. SG6 1PY
Tel: 07976 603061 E-mail: liam@fourwheels.org

Eligibility Scrutineer: Keith Hancock, 3 Shakespeare Avenue, Bedworth, Warks CV12 9ES
Tel: 02476 730874 (Do not telephone after 22.00 hrs)

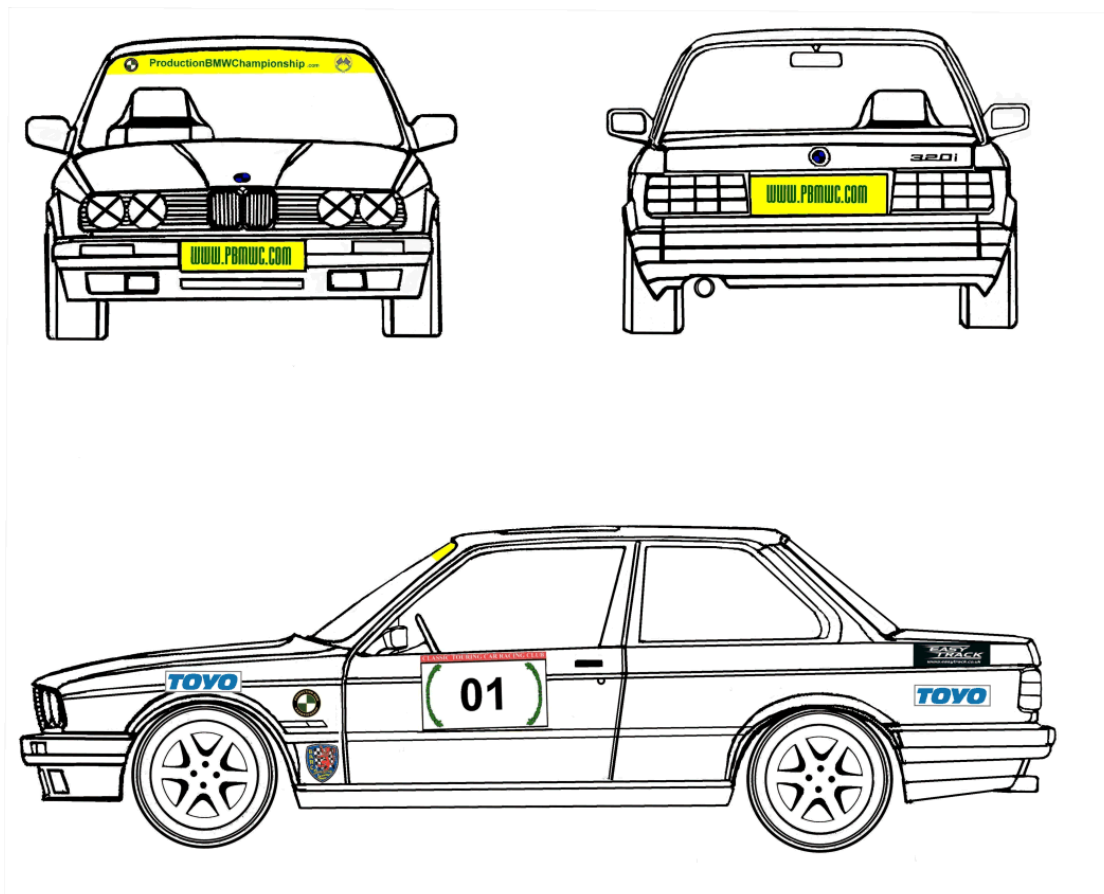
6.2 Sponsor Decal Placement:

A full set of Championship sponsor decals will be provided to all registered eligible competitors. This consists of:

PBMWC windscreen sunstrip (x1)
CTCRC square doorcard (x2)
Toyo logo, rear quarter (x2)
PBMWC logo, front wing (x2)

PBMWC number plate decals (x2)
Easytrack logo, rear quarter (x2)
Toyo logo, front wheelarch (x2)
BARC shield, front wing (x2)

The decals must be positioned as shown in the diagram below (not to scale).



2007 EASYTRACK PRODUCTION BMW CHAMPIONSHIP

7. REGISTRATION FORM

Please complete in capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

E MAIL ADDRESS: _____

AGE: _____ DATE OF BIRTH: _____

NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: _____ (Compulsory)

CTCRC MEMBERSHIP No: (Compulsory) _____ Expiry: _____

SELOC MEMBERSHIP No: _____

NAME OF ENTRANT: _____

ADDRESS: _____
(if different from above)

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

CAR: _____ MODEL: _____ CC: _____

PLEASE NOTE:

It is mandatory to be a member of the Classic Touring Car Racing Club before you register for the above championship.

DO NOT SEND YOUR FORM TO THE CHAMPIONSHIP CO-ORDINATOR UNTIL YOU HAVE DONE THIS

COMPETITION NUMBER: ----- This will be allocated by the CTCRC

PLEASE COMPLETE REVERSE OF FORM

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2007 EASYTRACK PRODUCTION BMW CHAMPIONSHIP** and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC as detailed below.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED TO:

The British Automobile Racing Club, Thruxton Circuit, Andover, Hampshire. SP11 8PN.

PRIOR TO THE FIRST RACE ENTERED

FOR OFFICIAL USE ONLY

REGISTRATION FEE: FREE

DATE RECEIVED:.....

DATE REGISTRATION CARD SENT:.....

COMPETITION NUMBER ALLOCATED:.....