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2017
BMW RACE DAYS
Compact Cup Championship
Regulations

Index

Introduction

Section 1

Sporting Regulations - General

Section 2

Championship Race Meetings & Race
Procedures

Section 3

Specific Championship Regulations

Section 4

Championship Race Penalties

Section 5

Technical Regulations

Section 6

Appendices – Contacts

Section 7

Registration Form

Greg Graham
Championship Manager

Date



1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The Compact Cup Championship is not a development formula.

The 2017 Championship is organised and administrated by the British Racing And Sports Car Club (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: **CH2017/R040**

Race Status: **National B**

MSA Championship Grade: **C**

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation [D 11.1.3] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 Officials

1.2.1 Championship Manager

Greg Graham

Mobile: 07920 096697

Email: info@bmwracedays.co.uk

1.2.2 Eligibility Scrutineer

W B Kennedy

Tel: 07712 940921

Email: wbarrykennedy@icloud.com

1.2.3 Championship Stewards

D Wells, R Norbury & D Walton

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G) 2.7.1 Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship 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).

(W) 2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship 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.

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

1.3 Competitor Eligibility

1.3.1 Entrants must:

- a) Be fully paid up valid membership card holding members of the British Racing & Sports Car Club (BRSCC)
- b) Be registered for the Championship
- c) Be in possession of a valid MSA Entrants Licence.

1.3.2 Drivers must:

- (a) be fully paid up valid membership card holding racing member(s) of the BRSCC,
- (b) be Registered for the Championship and
- (c) be in possession of a valid MSA Competition (Racing) National (B) status licence as a minimum
- (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 Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from the 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 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Championship co-ordinators prior to the Final Closing date for the first round being entered.

1.4.2 There is a registration fee is £195.00 for 2017 payable to the Championship co-ordinator. The fee includes fully paid up membership to the British Racing and Sports Car Club (BRSCC).

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

1.5. Championship Races

1.5.1 The Compact Cup Championship will be contested over the following rounds:

Round	Date (2017)	Venue	Licence Status	Club
1 & 2	09 April	Silverstone Int	Nat B	BRSCC
3 & 4	06 May	Oulton Park Int	Nat B	BRSCC
5 & 6	11 Jun	Snetterton 300	Nat B	BRSCC
7 & 8	16 Jul	Castle Combe	Nat B	BRSCC
9 & 10	20 Aug	Silverstone Nat	Nat B	BRSCC
11 & 12	17 Sep	Rockingham Int	Nat B	BRSCC
13 & 14	22 Oct	Brands Hatch Indy	Nat B	BRSCC

1.6 Scoring

1.6.1 Points will be awarded to competitors listed in the Final Results as follows: -

1st = 50; 2nd = 47; 3rd = 45; 44; 43; 42; 41; 40; 39; 38; 37; 36; 35; 34; 33 thus decreasing by 1 points down through the results to the final positions. All starters who fail to finish 1 point. Fastest lap 1 point.

1.6.2 The totals from all qualifying rounds run (excluding any races which are abandoned and which are not replaced) less 2 will determine the final Championship points and positions.

1.6.3 Ties will be resolved using the formula in [W 1.3.4] of the current MSA Yearbook.

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

- 1.6.4. Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) Be deemed "Guest Competitors"
 - (b) Not score points and for the purpose of points scoring will be ignored
 - (c) Qualify for Event awards
 - (d) Comply with the eligibility 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 All awards are to be provided by the Organising Club unless agreed otherwise.

1.7.2 Per Round

Trophies to 1st, 2nd and 3rd.

1.7.3 Championship

Trophies, subject to a minimum of 5 race starts to:- 1st, 2nd, 3rd, overall.

1.7.4 Presentations

Awards will be presented at the end of each event and/or at the end of the Championship at the designated presentation ceremony.

1.7.5 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen 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 Isles or Eire. This means that, as the organiser the BRSCC are required to deduct tax at the current rate applicable, from 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 tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.6 Title to all Trophies

If Provisional Results or Championship Tables are revised after any presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the BMW Compact Cup Championship in good condition within 7 days.

2. CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date.
- 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 the 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 as specified in the SR' 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 should complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify. MSA regulations [Q 4.5].
- 2.3.3 At double header meetings the Grid for Race 2 will be set by the second fastest practice times.

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).

2.5 Starts

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2. The start will be via a standing start.

The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warnings for the 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.

- 2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA 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. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

2.6 Session Red Flag

2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line 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.

2.6.2 Case A – Less than two laps completed by the 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.

2.6.3 Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.

The race will restart from a grid set out by the finishing order of part one (as per MSA Regulation [Q 5.4.2]) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

2.6.4 Case C - More than 75% of race completed

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA General Regulations [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

2.7 Pits, Paddock and Pit Lane Safety

2.7.1 Pits & Paddock

Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pit Lane

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 due care and drive at minimum speeds in the Pit Lanes.

2.7.3 Refuelling

May only be carried out in accordance with the MSA General Regulations the Organising Club Regulations, Circuit Management Regulations and SR's or Final Instructions issued for each circuit/meeting.

2.7.4 Speed Limit

Pit lane speed limit is 60 km/h..

2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down.
- II. remain behind any competitors ahead of them,
- III. return to the pit lane/paddock entrance as instructed,

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

- IV. comply with any directions given by marshals or officials
- V. keep their helmets on and harnesses done up while on the circuit or pit lane.

2.9 Results

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

2.10 Timing Modules

The Compact Cup utilises AMB transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. The transponder is a TRANX 260 Direct Powered and is available from HS Sports Ltd – 01260 275708.

2.11 Qualification Races

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

2.12 Operation Of Safety Car

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

2.13 Onboard Cameras

All competitors' race cars are required to carry an on board in car camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation, or which is reported to the Championship Co-ordinator for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course, Stewards of the Meeting or the Championship Co-ordinator.

- 1) It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with MSA Regulations and be approved by the Chief Scrutineer in accordance with J.5.20.5.
- 2) Cameras must be mounted in a central to left position with the steering wheel and front screen in clear view.
- 3) In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied which can include but are not limited to exclusion from the Championship or a fine of up to £500. The burden of proof to establish the cause of such failure will lie with the competitor.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

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

4. CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current MSA Yearbook and Formula BMW Compact Cup Regulations.

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of MSA Regulation [C 3.3].

4.1.2 Arising from post race Scrutineering or Judicial Action

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

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

4.2 Additional Specific Championship Penalties

4.2.1 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports during one racing season he will receive written warning from the Organisers that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

4.2.2 Grid Position Penalties

For offences under MSA regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.5], the Clerk of the Course, at his discretion, may additionally impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased.

4.2.3 If a competitor receives a penalty that includes licence points, a '2x points multiplier' championship penalty will also be incurred, whereby the number of points will be multiplied by two and that number of championship points will be deducted from their championship total, even if this results in a negative score.

5. TECHNICAL REGULATIONS

5.1 Introduction

5.1.1 The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify what modifications or upgrades can be made to the car, then the principle is that chosen alternatives will not be permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed. If any doubt exists about the legality or acceptability of any modifications then please request clarification from the Eligibility Scrutineer **prior** to any work being undertaken.

5.1.2 **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 MSA Blue Book. Checking will be by comparison to the Compact Cup Championship Technical File, spare parts supplied by the manufacturer's official agent, comparison to standard pattern parts or by any other means necessary to ensure compliance. **MSA definition of Standard Part.** "Is a part, the specification, features; location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form."

5.1.3 **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations, as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by any means necessary to ensure compliance. **MSA definition of Standard Pattern Part** "A replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. a standard part manufactured by a non original equipment supplier that is fully interchangeable with the standard part."

5.2 General Description

The Compact Cup Championship is for competitors participating in the BMW E36 Compact 318 Ti M44 UK & European domestic market cars in either left or right hand drive versions. There are no restrictions on the transportation of cars to and from the circuit. Cars will run in one class.

5.2.1 Examination of Vehicles

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

Upon such election being made the competitor shall immediately place the car under the control of the Championship Co-ordinator and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The Championship Co-ordinator has the right to:

- a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples
- b) Retain the car for detailed examination at premises chosen by the Championship Co-ordinator. If the Championship Co-ordinator elects to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations
- c) Seal the car and any of its components in such a manner as chosen and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.
- d) The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

- e) The scrutineer can at their discretion request the removal of any part for their further inspection and testing. If the scrutineer decides to retain any part for further inspection over a race weekend, a fully eligible replacement part will be provided by the scrutineer at the time of removal, allowing the competitor to continue racing.

5.3 Safety Requirements

- 5.3.1. The following Articles of MSA Section K Safety Criteria Regulations will apply: K drawings 1-6 with compulsory 'side-entry' bar on both the driver and passenger side of the car; K5, K6, K8 - K11, K13 - K14. Extinguishers must be plumbed-in and comply with MSA regulation K 3.1.2 a). Seat belts must be FIA homologated as per K2.1.2, K2.1.3 or K2.1.4.

5.4 General Technical Requirements and Exceptions

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance.

The Championship Co-ordinator reserve the right to refuse the entry of any car of which the preparation is of a poor standard (including the external appearance) and which is likely to bring the Championship into disrepute.

5.5 Chassis

No chassis modification or stiffening is permitted except that derived from the fitting of the roll cage; the cage must be a bolt in multi-point Safety Devices B034. Cars fitted with alternative cages must have been registered for and raced in the Compact Cup Series previously (the Championship Co-ordinators is able to clarify this position for individual race cars) Extensions of the cage into the engine bay are prohibited. Seam welding or the addition of spot welds to the shell is prohibited. Bolt-on aftermarket front & rear strut braces are permitted.

Towing eyes must be fitted front & rear and must have a minimum internal diameter of 60mm; (note the tow eye may be of either a suitable rigid or flexible material bolted to the chassis).

It is strongly recommended that all Race Cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles. The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style. Each complete towing eye must be certified as meeting this load requirement.

Webbing towing eyes are not permitted.

The intention is to allow an angled pull away in the event in the event of a crumpled or obscured vehicle corner e.g. +/- 45 degrees from straight ahead.

Examples of steel wire towing eyes that can be bolted to the chassis:



5.6 Bodywork

5.6.1 Modifications Permitted:

5.6.1.1 General:

Mandatory fitment of laminated windscreen. All other windows (not sunroof) to remain standard material. The addition of colourless safety film to the glass is permitted.

5.6.1.2 Interior:

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

Spare wheel & associated parts, and all tools must be removed. Additional instruments are permitted, but the original dash binnacle and instrument cluster, must be retained and fitted in their original positions.

The main body of the standard dashboard must be retained and securely fitted in its original position, however localised trimming is permitted to allow roll cage fitment and the addition of aftermarket switchgear or pull cables. The removal of the glove box, lid and hinges is permitted.

Steering wheel may be changed (compulsory if an air bag is fitted as original equipment). A glass sunroof must be removed or replaced as per MSA regulation Q19.14.6.

Electric window winding mechanisms must be retained, and the driver's window must be fully operational.

It is permitted to remove air-conditioning if fitted, but the original heater matrix, mechanism and blower must be fitted and operational. The removal of dashboard air vents and associated pipe work is permitted, however the heating system must be able to demonstrate the ability to blow hot air onto the front windscreen to aid demisting. An interior (standard or non standard) rear view mirror must be fitted to the left of the driver (or right if the car is left hand drive). If original interior door panels are removed they must be replaced with strong sheeting - this must be executed to a high standard with no sharp edges and with smooth surface.

5.6.1.3 Exterior:

Door mirrors must be fitted on both sides of the vehicle and may be any production or pattern BMW part; the choice of mirror within them is free.

The original number of windscreen wiper arms/blades must remain and be fully functioning. The rear motor and all wiring may be removed from tailgate. Front windscreen washer systems must be fully operational.

All weather strips/channels must be retained.

The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position.

Door bars may be removed and some localized trimming of the inner door skins, tailgate and bonnet for lightening purposes is permitted.

Removal of impact absorbing materials from the internals of front and rear bumpers is permitted.

Competitors should bear in mind that if the removal of any material results in weakening the structural integrity of any panel, then the scrutineer, Championship Co-ordinator, or Clerk of the Course (at their own discretion) will be fully authorised to exclude the vehicle from competing. Under car weather shields, wheel liners or any other OEM fitted under car shielding may be retained or removed, however the replacement of any under body shielding

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

constructed in alternative material is prohibited.

5.6.1.4 **Silhouette:**

All cars must retain the original E36 BMW Compact profile.

The only permitted front bumper is the E36 M-Sport or M3 version, of either standard BMW part or pattern part. It is permitted to fit the BMW E36 EVO front lip of either standard BMW part or pattern part (see Compact Cup Championship Technical File). The only permitted rear boot spoiler is the M-Tec (P/n 51712490022 or P/n 51712490023) spoiler or pattern part (see Compact Cup Championship Technical File). The front and rear bumpers must not be aesthetically modified in any other way, and must appear as standard (other than for localised trimming to allow fitment of towing straps). Other than the additions in 5.7.5 it is not permitted to add any materials to the inside or outside of the bumpers.

Any standard BMW E36 rear bumper is permitted. If the BMW E36 M-Sport rear bumper is used it must be fitted with the diffuser insert (See Compact Cup Championship Technical File).

The use of tape to bridge gaps between panels is not permitted unless accepted to be for reasons of safety by the scrutineer.

5.6.1.5 **Ground Clearance:**

It is permitted to adjust the ride height. Under no circumstances must any part of the bodywork, or suspended part of the car excluding the exhaust system, be below a horizontal plane passing 50mm above the ground. The car should be in normal racing trim with the driver aboard and steering in straight ahead position. Scrutineers may use a gauge of 50mm before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing. There is no minus tolerance to this measurement.

5.6.2 **Modifications Prohibited:**

5.6.2.1 **General:**

The exterior of the car must be standard for the model being raced. All of the body shell and any replacement body panels must be of original shape, material and thickness. The reduction in thickness of any part of the car by acid dipping, blasting or by any other means is prohibited. Exterior trim must be generally standard.

5.6.2.2 **Interior:**

Door trims and panels may not be removed unless they are replaced by appropriate material as detailed in 5.6.1.2 above. Any other modification in contravention of 5.6.1.2 is also prohibited

5.6.2.3 **Exterior:**

It is not permitted to increase the width of the wheel arch by the addition of material. It is permitted to roll the inside of the wheel arch. Holes for brake ducting may not be made in the bodywork.

5.6.2.4 **Silhouette:**

Any in contravention of 5.6.1.4.

5.6.2.5 **Ground Clearance:**

Any in contravention of 5.6.1.5.

5.7 **Engine**

5.7.1 **Permitted Modifications**

The only permitted engine for use in the 2017 Compact Cup Championship is the BMW M44B19 16v.

Bore: 85mm (nominal). Standard bore size only.

Stroke: 83.5 (nominal).

Engine parts must be standard unmodified OEM parts or standard unmodified pattern parts manufactured for the

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

M44.

Verification of legality of OEM engine parts will be by comparison to the Compact Cup Championship Technical File or by comparison to standard unmodified OEM parts.

Verification of legality of pattern engine parts will be by comparison to standard unmodified pattern parts.

Verification will be by dimensional, weight and visual comparison.

It is permitted to skim the cylinder head face. The minimum overall cylinder head height shall be 139mm. No tolerance. (Ref: CCC Tech File). A cylinder head measuring under the quoted minimum dimension will be viewed as illegal.

It is permitted to skim the cylinder block deck. OEM or pattern pistons must not protrude above the cylinder block deck in excess of .254mm. (.010"). No tolerance. (Ref: CCC Tech File). A block with pistons protruding above the quoted maximum dimension will be viewed as illegal. Machining of pistons is not permitted.

Camshafts must be genuine OEM parts. Camshaft dimensions, profiles and timing must remain as standard BMW E36 318ti Compact M44B19. (Ref: CCC Tech File).

- 1) The OEM standard dual mass flywheel may be used. Verification of legality of an OEM standard dual mass flywheel will be by comparison to a standard unmodified OEM standard dual mass flywheel. (Ref: CCC Tech File)
- 2) A BMW M40 single mass flywheel (Part No. 11 22 1739 315) may be used. Verification of legality of a BMW M40 single mass flywheel will be by comparison to a standard unmodified BMW M40 single mass flywheel (Ref: CCC Tech File)
- 3) A Valeo "solid flywheel" (part number 835017) may be used. Verification of legality of a Valeo "solid flywheel" (part number 835017) will be by comparison to a standard unmodified Valeo "solid flywheel" (part number 835017. (Ref: CCC Tech File). Only the above flywheels are permitted.

All competing vehicles must be fitted with an unmodified OEM exhaust manifold as fitted to a Right Hand Drive car and as shown in the 'Compact Cup Championship Technical File' irrespective of the car being left or Right Hand Drive.

NB. Specific details of dimensions, weights and photographic details are contained within the 'Compact Cup Championship Technical File'. This file is to be used in conjunction with the 5.7: ENGINE regulations and is the definitive document in the comparison of 'standard unmodified engine parts'.

All competitors must have available on race days, at least two bolts/nuts for the rocker cover. Two bolts for the sump. Two bolts for the timing cover and two bottom bell housing bolts. All should be cross-drilled with a hole of minimum 1/16th" diameter to accept scrutineer's locking wire.

5.7.1.1 Engine Seals: General

Engines used to achieve podium positions (including any engine used for qualifying) may be sealed by officiating scrutineers at that same event. Where fitted, and as of that instant engine seals will be considered as a mandatory part of the scrutineering requirement for that vehicle.

Submission of a previously sealed engine at a subsequent scrutineering inspection of the 2017 Championship displaying broken or omitted seals, will be in breach of Scrutineering requirements and as such liable to the penalties outlined in 3.2, 3.5.1 and 3.5.2. in the MSA 'Blue Book'.

Should a previously sealed engine be replaced by another engine then the following will apply:

- a. The use of the replacement engine shall be at the discretion of the Compact Cup Championship Eligibility Scrutineer.
- b. The previously sealed engine must be inspected and proven to be legal.
- c. Failure of either of the above will entail implementation of the penalties outlined in 3.2, 3.5.1 and 3.5.2.

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

d. The replacement engine will be sealed.

5.7.2 N/A

5.7.3 Engine Mounts

Position and mounting method must be standard for the model. Original engine mounts may be replaced by the Vibra-technics mount with the part number BMW362MX. No other aftermarket engine mounts are permitted.

5.7.4 Oil/Water Cooling

Water radiators must be BMW OEM or pattern parts. OEM or aftermarket electric fans are permitted.

5.7.5 Induction Systems:

The fitment and positioning of the throttle body and mass air flow sensor must be as OEM.

The air ducting between the mass airflow sensor and the air filter must remain as OEM.

The air ducting between the mass airflow sensor and the air filter must remain as OEM.

The crankcase breather may vent directly to a catch tank and any holes in the air filter housing associated with the breather system may be blanked.

The upper part of the air box must remain as OEM.

The lower part of the air filter box may be fitted with one hose (100mm max dia.) for the purpose of cold air pickup from the front nearside (RHD) fog light aperture of the car only. (Ref: CCC Technical File.)

It is permitted to remove all sound attenuating material and associative retaining structure from the internals of the upper and lower part of the air box.

This hose and fittings must be fitted within and not protruding forward of the fog light aperture

This single hose may enter the lower air box in any position however if a new entry hole is made in the lower air box then the original OEM air intake hole must be blanked.

No other or extra holes are permitted to be made in the lower air box

An original profile air filter element must be fitted to the air box during qualifying and racing, however the brand of air filter element is free.

No other modifications in the induction system are permitted

5.7.6 Exhaust Systems

Exhaust systems must exit at the rear of the vehicle. The standard RHD E36 318ti M44 engine exhaust manifold must be retained and may not be modified. The remainder of the exhaust system including silencer is free. All cars must run with a fully operational catalytic converter fitted in the original position within the exhaust system; this may be the standard BMW part or any aftermarket version. Aftermarket catalysts must have a minimum substrate density of 100cps and a minimum substrate diameter & length of 100mm. Emissions testing may be carried out to ensure compliance.

5.7.7 Ignition Systems

The only ECU permitted is the Compact Cup Championship item that is only available from BMW Race Days. No alternative or additional ECU is permitted; the standard E36 318ti Compact EWS must be retained and operational. Plug leads and spark plugs are free.

5.7.8 Fuel Delivery Systems

It is permitted to replace the fuel lines and filter. Dual fuel pumps may be fitted but must be original BMW standard or pattern items only. The pressure regulator must be a standard or pattern part. Fuel Pressure testing may be

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

carried out at any time to ensure that the fuel rail pressure does not exceed **4 bar**.

5.8 Suspension

5.8.1 Permitted Modifications

It is a mandatory requirement for all cars to be fitted with the GAZ Gold Compact Cup specification coilover shock absorber kit. For 2017 there is a mandatory championship spring kit, and these springs can only be purchased directly from BMW Racedays. The bump stops as supplied with the GAZ Gold Compact Cup specification coilover kit must be used, and these must be utilised as recommended by GAZ Shocks.

Anti roll bars must be production BMW E36 items of the following diameter and must be fitted, connected and operational during qualifying and racing: Standard Front 25mm and Rear 14mm or Sport Front 26mm and Rear 16mm or Optional Sport Front 26mm and Rear 14mm. Other mismatching of roll bar combinations is not permitted.

Roll bar links must be dimensionally compliant with Standard OEM or Standard Pattern parts.

Specification	Front Diameter	Rear Diameter
Standard	25mm	14mm
Sport	26mm	16mm
Optional	26mm	14mm

GAZ adjustable front top mounts are permitted. Suspension bushes are free but should be of a rubber or "Polybush" construction, no rose joints are allowable other than on top mounts offered as an option by Gaz Shocks with the suspension kit. Eccentric bushes are permitted on front suspension. It is prohibited to alter the front camber by the modification or machining of any part. No adjustment, alteration or machining of parts, or the use of eccentric bushes are permitted on the rear suspension, other than adjustment afforded by the mandatory Gaz Shocks Suspension.

5.8.2 Prohibited Modifications

Modifications to the suspension pick-up points are prohibited; this includes the 'slotting' or 'shimming' of suspension mounting points. BMW E36 M3& M3 EVO wishbones and hub knuckle bearings are not permitted.

5.8.3 Wheelbase/Track

The wheelbase must remain standard @ (2700mm).

5.9 Transmission

5.9.1 Permitted Modifications

The standard gearbox must be retained.

The only permitted gear ratios are as follows: 1st: 4.23, 2nd: 2.52, 3rd: 1.66, 4th: 1.22, 5th: 1.00.

Clutches must remain standard road parts and no competition items are permitted.

An OEM or aftermarket "quick shift" manual gear change mechanism is permitted.

OEM mechanisms are defined as being of a 'three major part construction' and contained below the tunnel with only the shift lever protruding above the tunnel.

Any 'aftermarket' quick shift system employed as an alternative to the OEM mechanism must be patterned on the OEM system both in construction and positioning below the tunnel with only the shift lever protruding above the tunnel.

The replacement shift lever length must not exceed the OEM shift lever length above the tunnel.

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

Final drive ratio must be 3.38:1.

The use of any Limited Slip Differential is prohibited.

5.10 Electrics

5.10.1 Exterior Lighting

Must be as per standard fitment location and be fully operational. Aftermarket fully plastic headlamp units are permitted. Front lights/lamps must be taped to MSA regulations or covered with a transparent protective plastic / vinyl film.

5.10.2 Rear Warning Light

Cars must be fitted with a manually switchable rearward facing red warning light which must be fully compliant with the MSA Year Book ruling: Section K 5.1A. The high level OEM rear brake light may be used for this purpose.

5.10.3 Batteries

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

5.11 Brakes

5.11.1 Permitted Modifications

Brake pads are free.

Deformation or removal of back plates is permitted, as is the fitment of alternative brake piping/hosing.

Anti-lock braking system must be disabled and removed.

Discs may be standard or standard pattern.

Front discs must be of a maximum diameter of 286mm. Rear discs must be of a maximum diameter of 272mm. Discs may be cross-drilled and/or grooved.

Standard E36 318 Ti M44 Compact front and rear brake callipers must be used.

The braking system must remain fully operational in all aspects at all times, including the handbrake.

Brake biasing valve/system may be replaced with a proprietary pressure-limiting valve, which may be adjustable by the driver but must provide a minimum of 25% of braking effort to either axle as per MSA Regulation Q19.5.

5.11.2 Prohibited Modifications

A hydraulically operated handbrake is not permitted.

BMW E36 M3 discs and callipers are specifically prohibited. A rear brake hydraulic line lock is not permitted.

5.12 Wheels/Steering

5.12.1 Permitted Options

It is permitted to use any BMW E36, E46 or Z3 steering rack. Modification of the replacement rack is prohibited. Power assistance may be disabled.

STEERING LOCK: If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. MSA regulation Q19.6

5.12.2 Prohibited Options

No machining or other modification of the road wheels is permitted.

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

5.12.3 Construction & Materials

Any road wheel used must be of a one-piece construction of aluminium alloy only.

Magnesium wheels are prohibited.

5.12.4 Dimensions

15" x 7J" (Minimum ET15)

5.12.5 Wheel Spacers

Spacers are permitted up to a maximum of 15mm per hub; however a combination of spacer and wheel must limit the ET to ET15.

5.13 Tyres

5.13.1 Specifications

From the tyres listed in the MSA Year Book, Section L, list 1B, the control tyre for the 2017 championship is Nankang 195/50R15 86W NS-2R 180 (STREET) XL. 2017 control tyres are uniquely branded for the Championship, and are only available to purchase from BMW Racedays, any other tyre is prohibited.

It is prohibited to buff, cut or mechanically interfere with the tyres in any manner. The original tread pattern must remain visible at all times, and with a minimum tread depth of 1.6mm.

5.13.2 Nominated Suppliers

BMW Race Days, via www.bmw racedays.co.uk.

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

5.14 Vehicle Weight

Minimum 1150 kgs including driver post practice or race. Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet, fuel etc.

5.15 Fuel Tank/Fuel

5.15.1 Types

Standard unmodified fuel tank must be fitted.

5.15.2 Location

Tank must remain in standard location.

5.15.3 Fuel

Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MSA Yearbook for the current year and complying with, BSEN228 may be used. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

5.16 Silencing

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

5.17 Numbers & Championship Decals

5.17.1 Positions

2017 BMW Race Days Compact Cup Championship Regulations

Issued by BRSCC: 23 Feb 2017

Version: Published Copy

The race numbers for each rear side window shall be as per (Q)11.4.1;

- (i) 200mm high.
- (ii) With a stroke width of at least 20mm.
- (iii) Coloured Day-Glo yellow.
- (iiii) Driver names are permitted but must appear under the race numbers on each rear side window and be in white font only at a maximum of 100mm each letter.

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

- (i) The numerals must be 150mm high
- (ii) Be in the same colour and font as those displayed on the rear side windows
- (iii) Be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.
- (iiii) Driver and/or team names are not permitted on the windscreen.

Championship Sponsor's decals must be affixed in the positions detailed on the diagram supplied by the co-ordinator. Championship Sponsor's decals take preference to any other decals. It is not permitted to make any alterations or additions to Championship decals including the front and rear sun strips. Drivers may be requested to remove decals that are viewed as conflicting with official Championship Sponsors. Failure to comply will render the vehicle and driver ineligible to race.

5.17.2 **Suppliers**

Sponsors and Club decals will be available before the first Championship race in which the vehicle is entered. Competition numbers will be obtained at the competitor's expense.

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 BRSCC Centres Organising Championship Rounds

BRSCC HQ	Contact Details
	British Racing and Sports Car Club
	Homesdale Business Centre
	Platt Industrial Estate
	Maidstone Road
	Borough Green
	Kent
	TN15 8JL
	Tel: 01732 780100
	Fax: 01732 885783
	www.brsc.co.uk

N.B NB. Any addendum to the 'Compact Cup Championship rules' or the 'Compact Cup Championship Technical File' as deemed necessary during the season by the Championship Co-Ordinator will be posted on bmwracedays.co.uk.