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**2020**  
**BMW**  
**Compact Cup Championship**  
**Regulations**

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Nomenclature:

Reference to the 'Championship Co-ordinator' or 'Co-ordinator' throughout the following text is to the 'Compact Cup Championship Co-ordinator'.

Reference to: 'Eligibility Scrutineer' or 'Scrutineer' throughout the following text is to the 'Compact Cup Championship Eligibility Scrutineer'

Reference to 'Stewards': throughout the following text is to the 'Compact Cup Championship Stewards'

The phrase 'Regulations': refers to the 2020 Compact Cup Championship Regulations

The phrase 'ET' used within these regulations refers to 'Einpress Tiefe', which via literal translation means 'offset'.

1.3.2 Section d: Subject to status of UK within the EU during 2020.



## 1 SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

The Compact Cup Championship is not a development formula.

The 2020 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.

Motorsport UK Championship Permit No: **CH2020/R065**

Race Status: **Interclub**

Motorsport UK Championship Grade: **C**

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK 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 Motorsport UK approval, and all such statements will be issued by Championship Bulletin to the Motorsport UK 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. The bulletin may also be published on the BMW Compact Cup website at [www.bmwracedays.co.uk](http://www.bmwracedays.co.uk). 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 or bulletins relating thereto.

### 1.2 Officials

#### 1.2.1 Championship Co-ordinator

Greg Graham  
Mobile: 07920 096697

Email: [greg@brscc.co.uk](mailto:greg@brscc.co.uk)

#### 1.2.2 Eligibility Scrutineer

W B Kennedy  
Tel: 07712 940921  
Email: [wbarrykennedy@icloud.com](mailto:wbarrykennedy@icloud.com)

#### 1.2.3 Championship Stewards

D Wells, T Parry, T J Johnstone & 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.

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## 1.3 Competitor Eligibility

### 1.3.1 Entrants must:

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

### 1.3.2 Drivers must:

- be fully paid up valid membership card holding racing member(s) of the BRSCC,
- be Registered for the Championship and
- be in possession of a valid Motorsport UK Competition (Racing) Interclub status licence as a minimum
- Or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2 and FIA ISC Article 2.3.7b applies).
- 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-ordinator prior to the Final Closing date for the first round being entered.

1.4.2 There is a registration fee of £250.00 for 2020 payable to the British Racing and Sports Car Club (BRSCC). 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	Dates	Venue	Double/Triple Header	Licence Status	Club
1 & 2	22 March	Silverstone	DH	Interclub	BRSCC
3 & 4	3 May	Snetterton	DH	Interclub	BRSCC
5, 6 & 7	23/24 May	Anglesey	TH	Interclub	BRSCC
8 & 9	21 June	Brands Hatch	DH	Interclub	BRSCC
10 & 11	18 July	Oulton Park	DH	Interclub	BRSCC
12, 13 & 14	22/23 August	Thruxton	TH	Interclub	BRSCC
15 & 16	18 October	Donington Park	DH	Interclub	BRSCC

DH = Double Header TH = Triple Header

## 1.6 Scoring

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

1<sup>st</sup> = 50; 2<sup>nd</sup> = 47; 3<sup>rd</sup> = 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. Any competitor who has, or will reach the age of 45 years by the date of the final race meeting of the season, will additionally compete for the BMW Compact Cup Masters Trophy. The above points will also be adopted for competitors in the Masters Trophy.

1.6.2 The totals from all qualifying rounds of the Championship (excluding any races which are abandoned and which are

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not replaced) less the 3 lowest scores will determine the final Championship points and also the Masters Trophy. Competitors disqualified from results for Sporting or Technical infringements may not use that (those) round(s) as discarded rounds for the purpose of Championship placings. Dropped scores must also include any points for fastest lap accrued in respect of the dropped rounds.

- 1.6.3 Ties will be resolved using the formula in [W 1.3.4] of the current Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (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.
- 1.6.6 All year end results are provisional until announced as official by the organisers, that includes tables published on all BRSCC official websites.

## 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 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall. 1<sup>st</sup> Masters Trophy
- 1.7.3 **Championship**  
Trophies:- 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, overall. 1<sup>st</sup> Masters Trophy
- 1.7.4 **Presentations**  
Awards will be presented at the end of each round, or at the drivers briefing of the subsequent meeting. End of season awards will be presented at a designated end of season 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 HMRC 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 **Co-ordinator or the Organising Club** 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 will 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 **must** complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify. Motorsport UK regulations [Q 4.5].
- 2.3.3. At double header meetings the grid positions for race 1 will be based on qualification times. Should any competitor fail to take part in the qualifying session, they must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of GR Q4.5 are met. The competitor will then be required to start at the back of the grid.

At a double header meeting, the results from race 1 will determine the grid positions for race 2. Non-finishers from race 1 will start at the back of the grid in race 2, their starting order amongst other non-finishers decided by race 1 grid positions. Non-starters from race 1 will start behind race 1 non-finishers in race 2, their starting order amongst other non-starters decided by race 1 grid positions.

At a triple header meeting, the **classified** results from race 2 will determine the draft grid positions for race 3. Prior to race 3 the Championship Co-ordinator **and /** or his appointed representative will carry out a random draw using competitors race numbers from the top 8 **starting positions** on the draft grid, the result of this draw deciding their race 3 starting positions. The first number drawn will start on pole position; the second number drawn will start in 2<sup>nd</sup> position, and so on **until all 8 positions have been allocated**. The draw will be witnessed by, and the final grid order implemented by the Clerk of the Course.

At a triple header meeting, non-finishers from race 2 will start at the back of the grid in race 3, their starting order amongst other non-finishers decided by race 2 grid positions. Non-starters from race 2 will start behind race 2 non-finishers in race 3, their starting order amongst other non-starters decided by race 1 grid positions.

- 2.3.4 At the first race of the season, the release order onto the circuit for the first qualifying session will be decided by the Championship Co-ordinator who will carry out a random draw using competitor's race numbers. The draw will be witnessed by, and the release order implemented by the Clerk of the Course.

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At subsequent race meetings, the release order onto the circuit for qualifying sessions will be in order of the competitor's championship standings positions. Should 2 or more competitors be tied in terms of championship points scores, the release order will be based on the finishing positions of the competitors' previous championship race. Competitors with zero championship points, as well as guest competitors will be released at the back of the grid in an order decided by the Championship Co-ordinator.

2.3.5 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.

2.3.6 At the end of each session, all drivers must cross the Finish Line only once.

## 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, 2.3.5 & 2.3.6 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 after the green flag lap.
- 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 the Green Flag lap 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.

2.5.4 Any driver unable to start the Green Flag/Pace lap or start the race is required to indicate their situation as per Motorsport UK Regulation [Q 12.13.2]. In addition any driver unable to maintain their grid position on the Green Flag Lap to the extent that all other cars are ahead of them may complete the Green Flag Lap but 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 start line 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 **must** not enter the pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.6.2 **Case A – Less than two race 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 race laps completed by the race leader but less than 75% of the scheduled distance.**

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The race will restart from a grid set out by the finishing order of part one (as per Motorsport UK 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 Motorsport UK General Regulations [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

## 2.7 Pits, Paddock and Pit Lane Safety

### 2.7.1 Pits & Paddock

Competitors must ensure that the Motorsport UK, 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 Motorsport UK 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,
- IV. comply with any directions given by marshals or officials
- V. keep their helmets on and harnesses done up while on the circuit or moving in the 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. Motorsport UK regulation (D) 26.3.

## 2.10 Timing Modules

All competitors' cars must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event.

## 2.11 Qualification Races

If any event is oversubscribed the Organising Club may at their discretion run Qualification races. Details will be provided in the Final Instructions and driver's briefings.

## 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 Motorsport UK General Regulations.

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## 2.13 Onboard Cameras

For the full duration of all qualifying sessions and races, all competitors' race cars must carry a fully operational on board in-car camera for the primary purpose of competitor safety, and additionally for the purposes of promoting and maintaining fair and clean racing. For the full duration of all qualifying sessions and races this camera must be switched on and in recording mode. Footage from this or any other camera may be requested, obtained, copied and used to investigate any incident which is subsequently brought before the Clerk of the Course for investigation, or which is reported to the Championship Co-ordinator by any person. The decision to request and 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 Motorsport UK Regulations and be approved by the Chief Scrutineer in accordance with J.5.21
- 2) Cameras must be mounted rearward of the driver in a central to left position, with captured footage showing the steering wheel as well as a clear forward facing view of the circuit through the front screen.
- 3) In the event that no captured footage as detailed in 2.13 2) is made available by any competitor to the Clerk of the Course, Stewards of the Meeting or the Championship Co-ordinator on their request, sanctions may be applied which may include but are not limited to disqualification from any qualifying session or race, and / or from the Championship and / or a fine being issued of up to the sum of £500.

## 2.14 Parc Ferme

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the request of the eligibility scrutineer or their deputy.

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## 3 SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 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, and 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. Should this format be applied, grid positions for all races will be decided by qualifying times. A competitors' fastest qualifying time will dictate their grid position for their first race, and their second fastest time will dictate their grid position for their second race.

## 4. CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these BMW Compact Cup Championship Regulations.

### 4.1 Infringements of Technical Regulations

#### 4.1.1 Arising from post practice Scrutineering or Judicial Action

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

#### 4.1.2 Arising from post race Scrutineering or Judicial Action

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

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Motorsport UK 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 they will receive written warning from the Organisers that their 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 from that competitor.

#### 4.2.2 Grid Position Penalties

For offences under Motorsport UK regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.4.5], the Clerk of the Course, at his discretion, may 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 may at the discretion of the Clerk of the Course have an additional championship penalty applied. Where a championship penalty has previously been applied, the severity of subsequent penalties will be increased.

4.2.3 If a competitor receives a penalty that includes points issued by the Clerk of the Course, a '3x multiplier' championship points penalty will be applied, whereby the number of points issued by the Clerk of the Course will be multiplied by three and that number of championship points will be deducted from the competitors championship total, even if this results in a negative score.

4.2.4 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with Motorsport UK Regulations [Q 12.6]

#### 4.2.5 Social Media

Social media, including, but not restricted to, facebook, Instagram, Twitter etc. is a powerful and wide reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship or the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute may add to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

## 5. TECHNICAL REGULATIONS

### 5.1 Introduction

5.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify 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 clarification from the Eligibility Scrutineer **prior** to any work being undertaken **must be sought**.

5.1.2 **STANDARD:** The phrase 'standard part' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part'. Checking will be by comparison to the Compact Cup Championship Technical File, or by any other means necessary to **establish** compliance. **Motorsport UK definition (Section B – Nomenclature and definitions). Standard Part:** "Is a part, the specification, features; location and method of operation of a part are as supplied 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 Pattern Part'. Checking will be by any means necessary to **establish** compliance.

**MSA definition (Section B – Nomenclature and Definitions) 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 **manual transmission** 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 Eligibility Scrutineer (in addition to any other powers held under these Regulations) reserves the right before or after any qualifying session or 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 **request**. The Eligibility Scrutineer and any person appointed by him has the right to:

- a) Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples
- b) Retain the car for detailed examination at premises chosen by the Championship Co-ordinator. If the Eligibility Scrutineer 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 any such 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 any agreed period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be notified of the time, date and location of the subsequent testing or eligibility examination.

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- 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.
- e) The scrutineer **may** at their discretion request the removal of any part for 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.

5.2.2 For the purposes of post season scrutineering, at any time the Eligibility Scrutineer may seal any car and any of its components in any manner he/she chooses, and require that the competitor at their own expense present the car at any other premises chosen by the organisers for detailed post season examination. The competitor will be notified of the time, date and location chosen for this examination.

## 5.3 Safety Requirements

5.3.1. The following Articles of Motorsport UK 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 Motorsport UK 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 Motorsport UK 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 in conjunction with the Organisers, reserves the right to refuse or cancel the entry of any car of which in their opinion the preparation is not to a standard expected by the Championship, (including the external appearance) and/or which may be considered to bring the Championship into disrepute. Any car which has suffered panel damage at a previous race meeting may be inspected by the Championship Co-ordinator or their representatives at the subsequent race meeting to ensure that the external appearance is to a standard expected by the Championship.

## 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-ordinator 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.

All race cars must 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 be clearly identifiable by means of a brightly coloured coating and pull cord or tab.

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.

## 5.6 Bodywork

5.6.1 **Modifications Permitted:**

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## 5.6.1.1 **General:**

The fitment of laminated windscreen is mandatory. All other windows with the exclusion of a sunroof must remain in 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, or Clerk of the Course (at their own discretion) will be fully authorised to prohibit 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 Motorsport UK 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 E36 or E36 M3 part; the choice of reflective glass within the mirror housing is free.

The original number of front windscreen wiper arms/blades must remain and be fully functioning. The 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 or similar retaining devices 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, or Clerk of the Course (at their own discretion) will be fully authorised to prohibit 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 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

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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 (in full racing kit) seated normally in the car 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. 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 Specification**

The only permitted engine for use in the 2020 Compact Cup Championship is the BMW M44B19 16v.

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

Stroke: 83.5 (nominal).

Other than the specific exceptions within these rules engine parts must be standard unmodified OEM parts or standard unmodified pattern parts manufactured for the M44.

Verification of **compliance** of standard engine parts will be by comparison to the Compact Cup Championship Technical File or by any means necessary.

Verification of **compliance** of pattern engine parts will be by any means necessary.

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Verification comparison will (either singularly or collectively) be by dimensional comparison or by weight comparison or by visual comparison or by all comparisons.

Non-compliance with any singular or collective aspect as mentioned above will render the part non-compliant with regulations.

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 non-compliant with regulations.

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). An engine with pistons protruding above the quoted maximum dimension will be viewed as non-compliant with regulations. Machining of pistons is not permitted.

Camshafts must be standard OEM parts. Camshaft dimensions, **and profiles** must remain as standard BMW E36 318ti Compact M44B19.

**Definitive Compact Cup Championship camshaft timing as illustrated in the 2020 Compact Cup Championship Technical File is the ONLY acceptable setting. Camshaft timing of any other settings will be viewed as non-compliant with regulations.**

## Flywheels

- 1) The OEM dual mass flywheel may be used. Verification of **compliance** of an OEM dual mass flywheel will be by comparison to **an** OEM 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 **compliance** of a BMW M40 single mass flywheel will be by comparison to a BMW M40 single mass flywheel (Ref: CCC Tech File)
  - 3) A Valeo "solid flywheel" (part number 835017) may be used. Verification of **compliance** of a Valeo "solid flywheel" (part number 835017) will be by comparison to a Valeo "solid flywheel" (part number 835017). (Ref: CCC Tech File).
- The fitment of only one of** the above flywheels **is** 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 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 engine parts'.

**Engine bolts.** Four bolts for the valve cover, two bolts for the sump, two bolts for the upper timing cover and two bottom bell housing bolts must be cross-drilled through their heads with a hole of minimum 1/16th" diameter. All of the above cross drilled bolts must be fitted to the engine in a position that allows the scrutineer's locking wire to be accepted. Should these bolts be fitted in a position that does not allow this, the scrutineer can instruct the competitor to reposition them to the scrutineer's chosen position.

### 5.7.1.1 Engine Seals: General

Any engine may at any time be sealed by the Eligibility Scrutineer (or deputy). Where fitted, and as of that instant those engine seals will be considered as a mandatory part of the scrutineering requirement for that vehicle, including at subsequent events in the Championship. The validity of any seal sanctioned by the Eligibility Scrutineer at any event, or until removal by the Eligibility Scrutineer will remain effective for the entirety of that Championship season, including for the purposes of post season scrutineering inspections and posting of final championship standings.

Submission of a previously sealed engine at a subsequent scrutineering inspection of the 2020 Championship displaying broken or omitted seals, will be in breach of Scrutineering requirements and as such liable to the penalties outlined in C3.1.1 , C3.5.1 and C3.5.2. in the current Motorsport UK ' Year Book.

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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 Eligibility Scrutineer, **and only with prior permission.**
- b. The previously sealed engine must be inspected by the Eligibility Scrutineer and proven to be **compliant with the regulations.**
- c. Failure of either of the above will entail implementation of the penalties outlined in C3.1.1, C3.5.1 and C3.5.2.
- 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 **or solid** engine mounts are permitted.

## 5.7.4 Oil/Water Cooling

Water radiators must be **E36 318ti** OEM parts 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 throttle body 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 to Motorsport UK requirement Q 19.9.2 and Q 19.9.3, 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 **internal** dia.) for the purpose of cold air pickup from the front nearside (RHD) fog light aperture of the car only. (Ref: CCC Technical File.)

This hose and fittings must be fitted within and not protruding forward of the front nearside (RHD) 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.

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.

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

An original profile **and commercially available** 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 must 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 100cpsi and a minimum substrate diameter & length of 100mm. Emissions testing may be carried out to ensure compliance.

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A standard or pattern lambda sensor must be fitted in or close to its original position within the exhaust system. It is permitted to disconnect the lambda electrical connector.

## 5.7.7 Ignition Systems

The only ECU (including the installed map) permitted is the 2020 Compact Cup Championship item that is only available from the BMW Compact Cup Championship chosen supplier. No alternative or additional ECU or ECU map is permitted. The Championship Co-ordinator or the Eligibility Scrutineer at any time throughout a race meeting may request the ECU from any car in exchange for a Compact Cup Championship 'Control' ECU. The mandatory fitting of the 'control' ECU must be witnessed by the Eligibility Scrutineer. The competitors' original ECU may be retained by the Eligibility Scrutineer for compliance testing. The 'control' ECU as witnessed fitted, must remain fitted for the duration requested by the Championship Co-ordinator or the Eligibility Scrutineer. Alternatively, and only after permission has been granted by the Championship Co-ordinator or the Eligibility Scrutineer, the 'control' ECU may be removed and re-exchanged for the competitor's original ECU, the removal witnessed by the Championship Co-ordinator or the Eligibility Scrutineer. Refusal to comply with any of the above procedures may result in the competitor being disqualified from the race meeting results, or from the Championship in total.

Plug leads and spark plugs are free.

## 5.7.8 Fuel Delivery Systems

It is permitted to substitute the fuel lines and filter. Dual immersed fuel pumps may be fitted in the fuel tank but must be original BMW standard or pattern items only. If the OEM standard fuel pressure is to be retained, the fuel pressure regulator used must be a 'standard' or 'pattern part'.

If the fuel pressure is chosen to be set to this championship regulation maximum, then the only permitted method of achieving this fuel pressure is via the use of the Championship 'control' fuel pressure regulator available from BMW Racedays. These regulators are uniquely branded and may be checked for conformity at any time. Other than by fitment of a 'standard', 'pattern part' or Championship 'control' fuel pressure regulator, no other method or form of fuel pressure adjustment or regulator is permitted.

Fuel Pressure testing may be carried out by any means necessary and at any time to ensure that the fuel rail pressure meets the OEM minimum pressure and/or 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. Other than by way of a repair by the GAZ Shocks factory, no modification or alteration of this kit is permitted. There is a mandatory championship spring kit, and these springs must only be purchased directly from the BMW Compact Cup Championship. The rear spring set consists of 2 main springs, 2 tender springs and 2 adaptors. The main springs have a 178mm free length and 58mm internal diameter. These will be printed with an ID showing an Eibach logo, production week and year, and also "BMW Compact Cup Rear". The rear tender springs have an 86mm free length and 58mm internal diameter. These will be printed with an ID showing an Eibach logo, production week and year, and also part number ERS-225-225-150 printed on in. This is a black spring. The main rear spring plus tender spring **must** be used together.

The front spring set consists of 2 main springs only. These have a 7 inch free length and an internal diameter of 65mm. These will be printed with an ID showing "BMWCC2019". No front tender or helper springs are permitted.

The bump stops as supplied with the GAZ Gold Compact Cup specification coilover kit must be used as mandated by GAZ Shocks both in numbers of bump stops fitted and position of fitment. No alteration to the GAZ bump stops or fitting of additional bump stops is permitted.

Anti roll bars must be OEM standard Part BMW E36 Compact 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.

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Roll bar drop links must be dimensionally compliant with E36 Compact 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 must be of a rubber or "Polybush" construction. Rose joints are not permitted other than on top mounts offered as an option by Gaz Shocks with the suspension kit. Only the front 'lollypop' wishbone bushes are permitted to be of eccentric design on the front suspension. The upper front shock absorber bracket must be secured to the hub by way of either a BMW E36 Compact OEM bolt or an M12 bolt of similar properties.

The removal of the rear suspension OEM spring seat plates is permitted. Only BMW E36 Compact 'standard' or 'pattern parts', or Powerflex part number PFR5-306GBLK adjustable rear trailing arm suspension bushes are permitted to be used in the rear suspension. The use of other type of bushes is not permitted.

## 5.8.2 Prohibited Modifications

Modification to the front suspension or rear suspension pick-up points is prohibited by any means or method whatsoever. BMW E36 M3& M3 EVO wishbones and hub knuckle bearings are not permitted.

Other than by the provisions of 5.8.1 it is prohibited to alter or adjust the front or rear camber by any method.

## 5.8.3 Wheelbase

The wheelbase must remain standard @ (2700mm).

## 5.9 Transmission

### 5.9.1 Permitted Specifications

The standard part OEM E36 318Ti gearbox must be used.

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

The final drive differential casing and assembly with a ratio of 3.38:1 must be as 'standard' fitting for the E36 318Ti. (manual transmission UK/European model).

The use of any Limited Slip Differential is prohibited.

Gearbox mountings must be standard or patterns parts, or aftermarket poly bush type only. Solid mountings are not permitted.

## 5.10 Electrics

### 5.10.1 Exterior Lighting

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

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plastic / vinyl film.

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## 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 Motorsport UK Year Book ruling: Section K 5.1. 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 Motorsport UK 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 and at all times.

The handbrake both in mechanical parts and operation must remain and function as OEM. No modification or deletion of parts is permitted. The handbrake lever must not be of the 'flyoff' type and must operate as originally fitted to the car.

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 Motorsport UK 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 chosen steering rack is prohibited, other than the disablement of the power assistance facility. It is permitted to remove the power steering pump and related pipework, and to use a non standard ancillary drive belt.

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

### 5.12.2 Prohibited Options

No machining or other modification of the road wheel(s) is permitted.

### 5.12.3 Construction & Materials

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

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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 Motorsport UK Year Book, Section L, list 1B, the **mandatory** control tyre for the 2020 championship is Nankang 195/50R15 86W NS-2R 180 (STREET) XL. 2020 control tyres are uniquely branded for the Championship, and are only available to purchase from the **championship nominated supplier**. **Tyres mandated for use in the Championship which are sourced from any supplier other than the aforementioned will be viewed as non-compliant with the regulations.**

**The use of 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

Nankang Tyre **UK Ltd**, Call 0121 5005010 or email motorsport@nankangtyre.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/**qualifying** or **post**-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, residual fuel etc.

## 5.15 Fuel Tank/Fuel

### 5.15.1 Types

An OEM Standard unmodified fuel tank must be fitted.

### 5.15.2 Location

Tank must remain in OEM standard location.

### 5.15.3 Fuel

Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel (a) section of the Motorsport UK Yearbook 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 Motorsport UK Year Book regulation J. Chart 5.18.

## 5.17 Numbers & Championship Decals

### 5.17.1 Positions

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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.
- (iv) 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.
- (iv) 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 Championship 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 at or before the first Championship race in which the vehicle is entered. Competition numbers will be obtained at the competitor's expense.

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## 6. APPENDICES

### 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](http://www.brsc.co.uk)

**N.B** NB. Any addendum or bulletins made 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](http://bmwracedays.co.uk).