



# 2026 BMW SuperCup Championship Sporting & Technical Regulations

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Signed: \_\_\_\_\_  
LYNDSEY CLOSE - CHAMPIONSHIP COORDINATOR

Date: \_\_\_\_\_ 25/01/2026



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## 1. SPORTING REGULATIONS – GENERAL

### 1.1 TITLE & JURISDICTION

The 2026 BMW SuperCup Championship (which herein may be referred to as BMW SuperCup) is organised and administered by the British Racing and Sports Car Club (BRSCC) in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2026/????

Race Status: Interclub

Motorsport UK Championship Grade: C

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with NCR Ch.3 App.10 Art.4.2 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 BRSCC BMW SuperCup web page at <https://brscc.co.uk/formulae/brscc-bmw-supercup-championship/>. 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 Coordinator

Lyndsay Close

Mobile: 07477 557399

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

##### 1.2.1.1 Clerk of the Course

— Luke Souch (*or his nominated deputy*)

Tel: 01732 780100

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

#### 1.2.2 Licenced **Championship** Eligibility Scrutineer

Mark Armstrong

Tel: 07837 701767

Email: [mark.scrutineeruk@gmail.com](mailto:mark.scrutineeruk@gmail.com)

#### 1.2.3 **Championship Clerk of the Course**

Luke Souch (*or his nominated deputy*)

Tel: 01732 780100

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

#### 1.2.4 **Championship Stewards**

D Evans, P Clackett, I Moore & P Belcher I Hattersley

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.

**NCR Ch.4 App.1 Art.1.2** The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there provided.

### 1.3 COMPETITOR ELIGIBILITY

#### 1.3.1 Entrants must:

- (a) Be fully paid up valid membership card holding members of the BRSCC and
- (b) be registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence

#### 1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7b applies).
- (d) 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 Deleted

#### 1.3.3.1 Deleted

#### 1.3.4 All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials. ~~rounds when signing-on.~~

#### 1.3.5 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.

(e) Pay a £45.00 Guest Competitors Administration Fee for each round as a guest

1.3.6 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

## **1.4 REGISTRATION**

1.4.1 All competitors must register for the championship by ~~returning~~ completing the online Registration Form and submitting it together with the Registration Fee to the BRSCC prior to the Final Closing date for the first round being entered.

1.4.2 There is a registration fee of £295.00 for 2026 payable to the British Racing and Sports Car Club (BRSCC).

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

1.4.4 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.

1.4.5 The Championship will consist of two classes (BMW 1 Series and BMW Compact) as defined in the following Technical Regulations (Section 5). Competitors changing Class during the Championship year will not be permitted to 'carry over' any points scored in any previous Class.

1.4.6 Registered competitors in each class aged 45 years and over by the end of the 2026 calendar year will also score points in the Masters Trophy.

## **1.5 CHAMPIONSHIP EVENTS**

1.5.1 The BMW SuperCup Championship will be contested over the following rounds:

ROUNDS	DATE	VENUE	ORGANISING CLUB
1 & 2	11 <sup>th</sup> April 2026	Brands Hatch Indy	BRSCC
3, 4 & 5	9 <sup>th</sup> & 10 <sup>th</sup> May 2026	Snetterton 200	BRSCC
6 & 7	7 <sup>th</sup> June 2026	Donington Park Nat	BRSCC
8 & 9	11 <sup>th</sup> July 2026	Oulton Park International	BRSCC
10, 11 & 12	8 <sup>th</sup> & 9 <sup>th</sup> August 2026	Cadwell Park	BRSCC
13, 14 & 15	19 <sup>th</sup> & 20 <sup>th</sup> September 2026	Silverstone National	BRSCC
16, 17 & 18	24 <sup>th</sup> & 25 <sup>th</sup> October 2026	Brands Hatch Indy	BRSCC

1.5.2 Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art.4.

## **1.6 SCORING**

1.6.1 Points will be awarded to Competitors listed as classified finishers, per class, 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 point 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 end of the 2026 calendar year, will additionally compete for the Masters Trophy (per class). 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 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. Unless a competitor has duly entered and takes part in the final championship event, competitors will NOT be able to drop scores from the final event.

1.6.3 Ties will be resolved in accordance with NCR Ch.4 App.3 Art.4.

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 Refer to Art. 1.3.5 regarding Guest Competitors

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> in each class.

Masters Trophy - Awarded to the highest placed Masters driver in each class (Art. 1.4.6 of these regulations refers).

### 1.7.3 Championship

Championship Trophies: - 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each class.

Masters Trophy - Awarded to the highest scoring Masters driver per class (Art. 1.4.6 of these regulations refers).

### 1.7.4 Presentations

Awards will be presented at the end of each round, or at the drivers briefing of the subsequent Event 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 shall be posted to the Entrants within 7 days of the results being declared final after each Event.

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, the BRSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing **at least 30 days before the payment is due.**

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

#### **1.7.6 Title to all Trophies**

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of any awards the competitors concerned must return such awards to the organisers in good condition within 7 days of them being requested to allow them to be reallocated.

- 1.7.7 The organisers and any sponsors/partners reserve the right to provide additional non-championship points based awards for and during the Championship.



## 2. CHAMPIONSHIP EVENTS & RACE PROCEDURES

### 2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Event 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 Event Meeting Organisers in writing. NCR Ch.3 App.11 Art.1.1.1 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

### 2.2 BRIEFINGS

Organisers ~~will~~ must notify competitors of the times and locations for all briefings in the Final Instructions for the Events meetings. Competitors must attend all briefings. If a driver misses a briefing, they may be liable to a penalty. Any Written briefing is an Official Document.

### 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. NCR Ch.12 App.6 Art.3.1 applies.
- 2.3.3 The grids for all races will be formed in two parts allowing the first part of the grid to be started in advance of the second. The first part of the grid will include all competitors in the BMW 1 Series Class; the second part of the grid will include all competitors in the BMW Compact Class. Where possible, there will be a two-row gap between the two parts of the grid. The signal lights or starting flag will be used to start the first part and the second part started by use of a starting flag alone. The time delay between the two parts will be 10 seconds. NCR Ch.12 App.6 Art.6.15 refers.

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 NCR Ch.12 App.6 Art.3.1 are met. The competitor will then be required to start at the back of the respective part of the grid relating to the class of their vehicle. ~~Of the grid.~~

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



For the third race of a triple header, the class results from race 2 will determine the grid positions for race 3. Non-finishers from race 2 will start at the back of the respective part 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 for race 3, their starting order amongst other non-starters decided by race 2 grid positions.

Should any competitor(s) officially withdraw from the event the vacant grid slot(s) will be taken by the car(s) that are positioned behind it/them on the grid, and all remaining cars will move up accordingly. An official withdrawal being where a competitor has formally lodged their withdrawal with the Secretary of the Meeting or Clerk of the Course.

In cases of a competitor receiving a grid place penalty or disqualification that will affect the grid of the next race, the consequences of such penalty will be applied to the respective part of the grid relating to the class of their vehicle.

2.3.4 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at their sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.

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

## **2.4 RACES**

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art.9.3) (1.6.4. above applies).

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

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

## **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. Grids may be formed in a 1 x 1 formation or in a staggered 2 x 2 formation depending on the venue and circuit layout.

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 lap - Start Engines/Clear Grid.

II. 30 Seconds - Visible and audible warnings for the start of Green Flag lap.

III. After completion of the Green Flag Lap vehicles will resume their Grid positions for a standing start.

IV. A five second board will be used to indicate that the grid is complete after the green flag lap.

- V. The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.

- 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 lap or start the race is required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. 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 SIGNALS 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. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident, hence supplementing the Light Panels.

Cars should 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 declared a “No Contest” and available competitors will restart from their 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 Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

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

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Signal. Only vehicles which are proceeding under their own power, in accordance with NCR Ch.12 App.8 Art.1.7.j at the showing of the Red Signal will be classified in this first part (NCR Ch.12 App.6 Arts.9.1.c and NCR Ch.12 App.6 Arts.9.2-9.3 also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR Ch.12 App.6 Arts.9.1.d).

- 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 NCR Ch.12 App.6 Arts.9.1.e , unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

## **2.7 PITS, PADDOCK & PITLANE 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 respect the pit lane speed limits.

### **2.7.3 Refuelling**

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

### **2.7.4 Speed Limit**

Pit Lane Speed Limit will be 60kph unless otherwise advised in event Final Instructions.

## **2.8 RACE FINISHES**

After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them
- III. Return to the pit lane/entrance as instructed
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.

## **2.9 RESULTS**

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. NCR Ch.3 App.6 Art.1.4 applies.

## **2.10 TIMING MODULES**

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

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

**2.11 QUALIFICATION RACES**

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**

The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.

**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 Coordinator 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 Coordinator.

- 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 the NCR and be approved by the Chief Scrutineer in accordance with NCR Ch.7 App.9.
- 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 Coordinator 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 FERMÉ**

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.

### **3. SPECIFIC CHAMPIONSHIP REGULATIONS**

#### **3.1 MOTORSPORT UK'S RESPECT CODE**

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

#### **4. SPECIFIC CHAMPIONSHIP PENALTIES**

In accordance with NCR Chapter 2 and these Championship Regulations.

##### **4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS**

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

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.1.20-1.21.

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

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.2.2.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 NCR Ch.2 App.8 Art.2.2.c.

##### **4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES**

4.2.1 In order to maintain standards of conduct, the Championship Coordinator may monitor reports of adverse behaviour at race meetings. If any individual is included on such reports, they may 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. The Organisers also reserve the right to refuse further race entries.

This will include but is not limited or restricted to:

- Overly aggressive or dangerous driving
- Aggressive or threatening behaviour
- Abuse in any form including that against other competitors, preparers, race officials or championship panel members on social media before, during or after a race meeting.
- Intimidation
- Discrimination
- Any other action that is deemed to be detrimental to the Championship

###### **4.2.2 Grid Position & Time Penalties**

For offences under NCR Ch.2 App.1 Arts.1.13-1.14, NCR Ch.12 App.7 Arts.1.6,1.8,1.9, the Clerk of the Course, at their 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 in accordance with NCR Ch.2 Ann.A.
- (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 NCR Ch.12 App.10 Art.1.
- 4.2.5 Penalties for infringements of 2.13 (Onboard Cameras) may be liable to a penalty in accordance with 2.13(3).

#### **4.3 SOCIAL MEDIA**

Social media, including, but not restricted to, Facebook, Instagram, X (formerly 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.

## 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 the car taking part in any qualification or race session 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 any means necessary to establish compliance. For the BMW Compact Class, checking may also be by reference to the BMW Compact Class Technical File (Appendix 2 to this document).

**Motorsport UK definition (NCR Ch.1 App.1 Definitions and Nomenclature). 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 **Vehicle** as shown on the Entry."

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. For the BMW Compact Class, checking may also be by reference to the BMW Compact Class Technical File (Appendix 2).

**Motorsport UK definition (NCR Ch.1 App.1 Definitions and Nomenclature) Standard Pattern Part** "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

5.2.1 The BMW SuperCup Championship is a two class championship 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, and in standard production right hand drive versions of 3 or 5 door BMW 1 Series F20/F21 models (MY 2011-2015 114/116/118 (pre-facelift models only) fitted with 6 Speed manual or 8 speed ZF Auto gearbox). There are no restrictions on the transportation of cars to and from the circuit.

The Classes will be denoted as follows:

Compact Class ('CC'): For competitors participating in a BMW E36 Compact as above.

1 Series Class ('1S'): For competitors participating in a BMW 1 Series as above.

For 1 Series Class cars, where any part is listed within the Mandatory Parts List (Appendix 3 of these regulations), these parts must be supplied by SW Motorsports and are the only parts permitted for use.

5.2.1.1 The organisers reserve the right to allow other rear wheel drive BMW models to enter events in a non-points scoring Invitational Class. No trophies or awards will be presented, and for the purposes of championship points scoring their finishing positions will be ignored. Any cars permitted to race will

start at the back of the grid in any of the races they compete in. Article 1.6.5 will apply, with the exception of 1.6.5 (c), where the competitor will **not** be eligible for event awards.

5.2.1.2 The organisers reserve the right to accept entries from BMW E36 Compact & BMW 1 Series Vehicles F20/F21 (as defined in Art. 5.21) that may not fully comply with these technical regulations. Any such entries will be placed into an Invitational Class. No trophies or awards will be presented, and for the purposes of championship points scoring their finishing positions will be ignored. Article 1.6.5 will apply, with the exception of 1.6.5 (c), where the competitor will **not** be eligible for event awards.

## 5.2.2 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 any component(s) 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 Coordinator 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 any aspect or part of 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 Coordinator. 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 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. The competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any components as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.
- 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.

Any refusal to comply with the request(s) of the championship coordinator or eligibility scrutineer may place the competitor liable to disqualification from any of the following:

- A) a single race,
- B) all races taking place on the event,
- C) all races from the point at which a scrutineer's seal had been fitted
- D) the championship in its entirety for the season in which the refusal takes place.

5.2.3 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 in advance of the time, date and location chosen for this examination. The competitor will be liable to cover all relevant costs related to removal, dismantling, refitting of any components as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

### 5.3 SAFETY REQUIREMENTS

5.3.1 The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply.

### 5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 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 Coordinator 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 Coordinator 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

5.5.1 No chassis modification or stiffening is permitted except that derived from the fitting of the roll cage. For Compact Class cars, the cage must be a bolt in multi-point Safety Devices B034. Compact Class Cars fitted with alternative cages must have been registered for and raced in previous seasons of the BMW Compact Cup Championship (the Championship Organisers will be 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.

For 1 Series Class cars, the only permitted roll cage is that supplied for the championship by SW Motorsports. Refer to the mandatory parts list (Appendix 3).

For details of the Championship roll cage supplier, and instructions on how to proceed with a purchase, it is advised to contact the Championship Coordinator. **1 Series Class Cars:** Refer to the mandatory parts list (Appendix 3).

5.5.2 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. **1 Series Class Cars:** Refer to the mandatory parts list (Appendix 3).

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 60mm, 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

#### 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, however, on front door windows this must be colourless / clear film.

#### 5.6.1.2 Interior

Driver's seat must be replaced with a competition seat fitted in accordance with NCR Ch.7 App.7 Art.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.

#### Compact Class Cars:

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 NCR Ch.12 App.13 Art.11.8.

Electric window winding mechanisms within the driver's door must be retained, and the driver's window must be fully operational. All other windows may have the electric motors removed, however, the windows must be securely fastened in the fully closed position.

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 nonstandard) 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.

### **1 Series Class Cars:**

A driver's seat compliant with FIA 8855-1999 as a minimum, must be fitted, and this must be secured to the car by way of the SW Motorsports seat base and seat side mounts.

The seat must be secured to the car by way of the SW Motorsports seat base and seat side mounts. It is a mandatory requirement to fit the driver's footrest as supplied by SW Motorsports. Refer to the Mandatory Parts List (Appendix 3).

It is not permitted to remove any internal door bars or support bars from within the doors or from behind the dash.

The main body of the dashboard must be retained and fitted in the standard position. It is permitted to replace the standard steering wheel, and to use an aftermarket steering wheel boss as required.

The standard dash binnacle including the speedometer / rev counter clocks must remain fitted in their standard locations and must be in full working order.

Supplementary dash displays and switchgear may be removed, however wiring must not be cut or stripped from the standard wiring loom. Where redundant wiring can be unplugged from the wiring loom it may be removed.

It is permitted to relocate control switches, however the standard loom and connectors must be retained. The SW Motorsports Dash Switch Panel, Scuttle Panel Bracket, and centre console panel must be fitted.

Steering column cowlings along with the standard column switchgear must remain fitted and fully operational.

The steering lock must be fully disabled and may be removed.

All other interior trim, fittings and sound deadening materials may be removed.

It is permitted to neatly trim the ends of the dashboard to allow fitment of the roll cage.

It is permitted to remove and / or blank off dashboard air vents, however the heating and windscreen demisting system in terms of fitment and operation must remain complete and operational as standard.

It is permitted to remove all aspects of the air-conditioning system from behind the dashboard, however whilst wiring may be unplugged it must not be cut or stripped.

The radio / CD and speakers may be removed and redundant wiring may be removed if it can be unplugged from the OEM wiring loom.

The front door panels must be removed and replaced with those supplied by SW Motorsports (refer to Appendix 3).

Removal of the recessed area of the boot floor is permitted, however this must be replaced by the SW Motorsports supplied blanking panel.



Door window mechanisms whether manual or electric may be removed from inside the doors, however the standard glass this must be secured internally to ensure that it always remains in the fully closed position. The driver's door window in terms of opening and closing must always remain fully operational.

It is highly recommended that safety film be applied to the inner surfaces of all side windows and the tailgate glass.

At least one centrally mounted interior rear-view mirror must be fitted. It is highly recommended that the standard rear-view mirror be replaced by a wide-angle version.

Any glass sunroof must be removed or replaced as per NCR Ch.12 App.13 Art.11.8.

#### 5.6.1.3 Exterior

Door mirrors must be fitted on both sides of the vehicle and for Compact Class cars may be any production or pattern BMW E36 or E36 M3 part. For 1 Series Class cars, the door mirrors must remain as standard. 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.

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

**1 Series Class Cars:** It is not permitted to remove internal door bars, however, localized trimming of the inner door skins, tailgate and bonnet for lightening purposes is permitted.

**Compact Class Cars:** Removal of impact absorbing materials from the internals of front and rear bumpers is permitted.

**1 Series Class Cars:** It is not permitted to modify or lighten the front or rear bumper crash bar metal structures, however it is permitted to replace these by fitting those manufactured and supplied by SW Motorsports. It is permitted to fit underbody guards / plates solely for the purpose of protecting fuel lines or other exposed components such as the automatic gearbox sump pan. These must offer localised areas of underbody protection only. Underbody subframe /differential damper weights may be removed.

**Compact Class Cars:** 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.

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.

**Compact Class Cars:**

Headlamps may be removed, however, these must be replaced by headlamp shaped inserts which replicate the shape of the original lamps. For the avoidance of doubt, it is not permitted for these inserts to include holes for airflow etc. Standard/Standard Pattern front indicator units must remain fitted.

**1 Series Class Cars:**

Number plate lights may be removed. Door mirror repeater lamps must remain fitted but need not be operative. Front fog lamps may be removed. Headlamps and main rear lamps must remain standard and fully operational.

All doors must always remain unlocked whilst cars are on circuit. Central locking must be disabled at all times whilst the car is on circuit. Door locks and mechanisms may be removed from door internals.

The electrical rear tailgate opening mechanism must be disabled and may also be removed completely. The tailgate must remain openable from the outside of the car at all times when the car is on track. It is recommended that the tailgate is secured by external hook / spring type fasteners.

The bonnet opening pull cable assembly must be disabled and may be removed. ~~The bonnet must be secured by use of the bonnet pins kit as supplied by SW Motorsports (refer to Appendix 3).~~ Bonnet pins or similar retaining devices must be used to secure the engine bay cover in the closed position.

Removal of front lower bumper grilles including fog lamp surrounds is permitted, however if doing so they must be replaced with neatly fitted mesh. Bumper apertures may also be used for cooling ducting. Standard or standard pattern part upper "kidney" grilles must remain fitted and complete.

**5.6.1.4 Silhouette****Compact Class Cars:**

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 Appendix 2). The only permitted rear boot spoiler is the M-Tec (P/n 51712490022 or P/n 51712490023) spoiler or pattern part (see Appendix 2). 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 Appendix 2).

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

**1 Series Class Cars:**

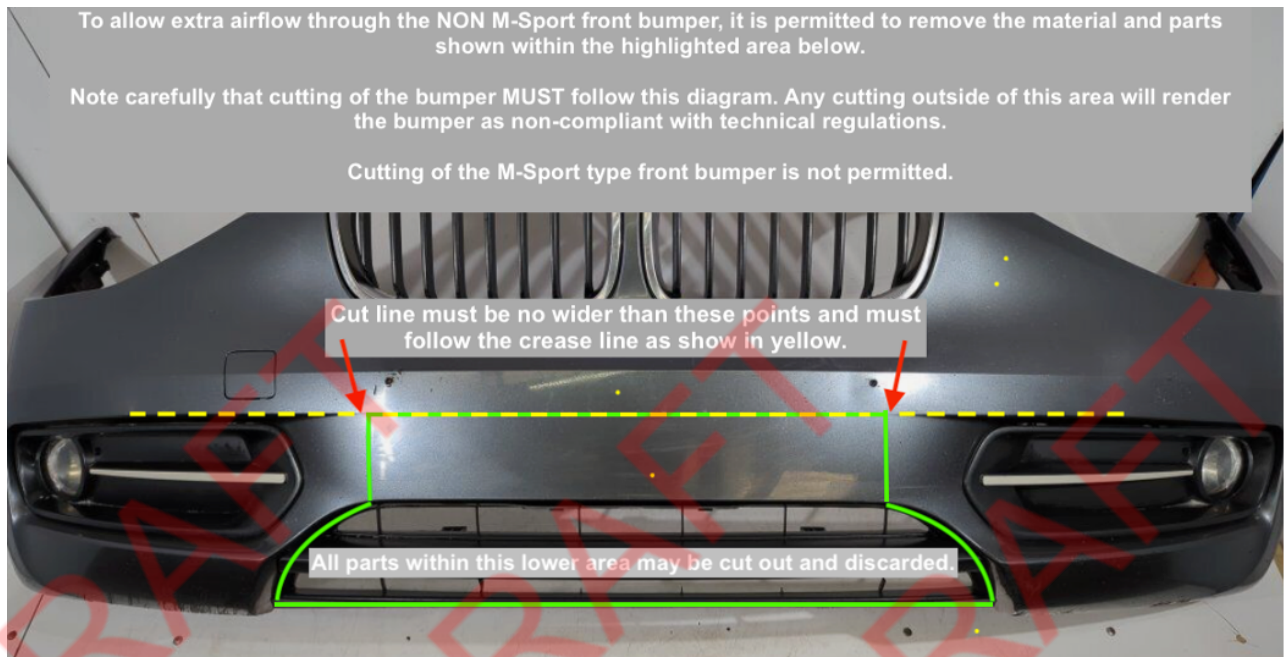
Apart from the mandatory fitment of the SW Motorsports supplied front splitter and rear spoiler, in frontal, side and rear silhouette all cars must remain as standard, with no bodywork extensions, additional spoilers, diffusers or changes to the shape of the bodywork permitted.

It is permitted to fit a maximum of 2 external front splitter rods / stays to secure the front splitter. It is also permitted to further secure the front splitter by any means as long as fittings are behind or below the bumper.

For non M-Sport front bumpers, cutting of the lower aperture is permitted as per Fig1 below.

No cutting of M-Sport type bumpers is permitted.

(Fig1)



To assist in dissipating heat from the engine compartment, two bonnet vents may be inserted into the bonnet. These must only be parts as supplied by SW Motorsport and fitted in accordance with SW Motorsports instructions.

The rear bumper must remain as standard and other than to allow fitment of towing eyes, no holes may be drilled or materials removed.

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

Deformation, modification or reshaping of chassis parts or floor panels is strictly prohibited. Any damage to underside chassis parts which may have an effect on the ground clearance must be rectified and the relevant areas or parts brought back to as close as possible to “standard dimensions”.

**Compact Class Cars:** 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.

**1 Series Class Cars:** Minimum ground clearance of any part of the underside of the car is 70mm, which will be measured by way of a ground clearance roller. The roller must be able to pass freely below all parts of the underside of the car whilst the car is stationary and in normal racing trim with the driver (in full racing kit) seated normally in the car and steering in straight ahead position. There is no minus tolerance to this measurement.

## 5.6.2 Modifications Prohibited

### 5.6.2.1 General

Unless otherwise permitted in Article 5.6.1, the exterior of all cars 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 arches. It is permitted to roll the inside of the wheel arches. 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 ENGINES

### 5.7.1 Permitted Specification

#### Compact Cup Class Cars:

The only permitted engine for use in the 2026 Compact Class Cars 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 Appendix 2 or by any means necessary.

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

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: Appendix 2). 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: Appendix 2). 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 Class camshaft timing as illustrated in Appendix 2 is the ONLY acceptable setting. Camshaft timing of any other settings will be viewed as non-compliant with regulations.

### 1 Series Class Cars:

The only permitted engine is the standard 1.6 litre N13 turbocharged unit.

Cylinder head skim to a maximum of 0.02mm **0.2mm** from the standard OEM head height is permitted. Only BMW OEM cylinder head gaskets are permitted. Cylinder head gaskets are free.

Cylinder block skim to a maximum of 0.2mm from the standard OEM block height is permitted.

Replacement of internal engine fixings with those of a higher specification, such as cylinder head bolts, con rod bolts is permitted.

The fitment of forged con-rods is permitted, but these must have exactly the same dimensions as standard / OEM rods from the centre line of the big end to the centre line of the small end. Forged rods must not weigh less than a standard OEM rod. Forged rods must be used with standard / OEM gudgeon pins and pistons.

It is permitted to increase cylinder bore size by 0.5mm from standard.

The fitment of the SW Motorsports supplied engine oil cooler system may be fitted is permitted. No other modifications, additions or alterations to the engine oil system are permitted.

It is permitted to reclaim crankshafts by way of machining of journals to allow oversized bearings, it is not permitted to lighten or balance crankshafts.

3 Angle valve seats and valve faces.

The air conditioning pump may be modified to allow it to run as a stand-alone pulley, or removed and replaced by a jockey wheel which maintains use of the standard drive belt. All associated air conditioning pipework and parts may be removed, however unless wiring can be unplugged from the main wiring loom it must remain in place.



**5.7.1.1 Flywheels****Compact Class Cars:**

- 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: Appendix 2).
- 2) A BMW M40 single mass flywheel (Part No. 11 22 1709 030 or 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: Appendix 2).
- 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: Appendix 2).

The fitment of only one of the above flywheels is permitted.

**1 Series Class Cars:**

Fitment of the TTV Racing lightweight flywheel with part number 6650 is permitted.

**5.7.1.2 Engine bolts (all cars):** 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.

**5.7.1.3 Engine Seals: General**

Any component may at any time be sealed by the Eligibility Scrutineer (or deputy). Where fitted, and as of that instant those seals will be considered as a mandatory part of the technical eligibility 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 component at a subsequent scrutineering inspection of the 2026 Championship displaying broken or omitted seals, will render that component to be in breach of Scrutineering requirements and as such liable to the penalties outlined in Article 4.1 of these Championship Regulations, in accordance with NCR Ch.2 App.8 Art.1.23.

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

- A. The use of the replacement component shall be at the discretion of the Eligibility Scrutineer, and only with prior permission.
- B. The previously sealed component may 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 Article 4.1 of these Championship Regulations, in accordance with NCR Ch.2 App.8 Art.1.23.
- D. The replacement component may be sealed.

### 5.7.2 Prohibited Modifications

Unless specifically mentioned in 5.7.1 or in Appendix 2 (for Compact Class Vehicles), no further engine modifications whatsoever are permitted, and for the avoidance of any doubt this means no refacing of blocks, no lightening, polishing, balancing, superfinishing or otherwise modifying any part from its standard factory specification. Camshafts, crankshafts, pistons, oil pumps, timing gear, pulleys, flywheels, clutches, gaskets must all remain as OEM / standard with absolutely no modifications permitted.

For 1 Series Class cars, other than the standard OEM crankshaft balancing drillings, it is not permitted to lighten or further balance crankshafts.

### 5.7.3 Engine Mounts

Position and mounting method must be standard for the model.

**Compact Class Cars:** 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.

**1 Series Class Cars:** Engine mounts are free.

### 5.7.4 Oil/Water Cooling

**Compact Class Cars:** Water radiators must be E36 318ti OEM parts or pattern parts. OEM or aftermarket electric fans are permitted.

**1 Series Class Cars:** The entire engine cooling system must remain completely as standard OEM in terms of its fitment and operation. A standard or standard pattern part water pump must be fitted. The water radiator in terms of dimensions, fitment and operation must be a standard or standard pattern part, and no aftermarket alloy or race items are permitted. Manual gearbox cars are permitted to fit the radiator specified for cars fitted with automatic gearboxes. Coolant hose dimensions, routing, positioning and operation must remain as standard. It is permitted to replace rubber hoses with silicon type hoses, however internal hose diameters must remain as standard OEM, and routing of hoses must at all times follow the path of the standard hoses.

### 5.7.5 Induction Systems

**Compact Class Cars:**

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 in accordance with NCR Ch.12 App.13 Arts.8.2-8.3, 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: Appendix 2)

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.

#### **1 Series Class Cars:**

It is a mandatory requirement to fit the SW Motorsports supplied air induction system in its entirety. (Refer to Appendix 3).

It is permitted to fit the SW Motorsports supplied upgraded Intercooler system. (Refer to Appendix 3 for details).

It is permitted to fit non-OEM turbo boost pipes, but these can only be replaced by those supplied by SW Motorsports.

### **5.7.6 Exhaust Systems**

#### **Compact Class Cars:**

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.

#### **1 Series Class Cars:**

It is a mandatory requirement to fit the SW Motorsports exhaust system and catalytic convertor in its entirety. Auto gearbox cars must utilise the SW Motorsports supplied kit to enable gearbox clearance.

The surfaces of the exhaust and exhaust manifold must remain as standard or as supplied, however it is permitted to use heat wrap on any areas. Ceramic or other types of heat management coatings are not permitted.

### **5.7.7 Ignition Systems**

#### **Compact Class Cars:**

The only ECU (including the installed map) permitted is the item that is only available from the Organisers' chosen supplier. No alternative or additional ECU or ECU map is permitted. The Championship Coordinator or the Eligibility Scrutineer at any time throughout a race meeting may request the ECU from any car in exchange for a 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 Coordinator or the Eligibility Scrutineer. Alternatively, and only after permission has been granted by the Championship Coordinator 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 Coordinator 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.

Ahead of any Compact Class car being eligible to compete in any round of the 2026 Championship, its ECU must be sent to the Championship ECU Map supplier to have the calibration checked, ratified and logged. Any car found to be fitted with an ECU which has not undertaken this process will be deemed to be non-compliant with 2026 technical regulations.

For details of the Championship ECU Map supplier, and instructions on how to proceed with a purchase or the above 2026 process, it is advised to contact the Championship Coordinator.

Plug leads and spark plugs are free.

### **1 Series Class Cars:**

All physical and operational aspects of the ignition system must remain as standard, this to include spark plugs, HT leads, coil packs, all related wiring sensors and connections.

The standard ECU must remain as OEM with regard to fitment and operation, however this must have the mandatory Championship map installed by Hybrid Tune. The tamper proof seal as fitted to the ECU by Hybrid Tune must remain unbroken and fitted at all times.

The organiser's retain the right to request removal of any ECU at any time for compliance testing or comparison.

Plug leads and spark plugs are free.

## **5.7.8 Fuel Delivery Systems**

### **Compact Class Cars:**

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 the BRSCC. 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.

An unlocked fuel cap must be fitted at all times whilst the car is on circuit.

### 1 Series Class Cars:

The complete OEM fuel and fuel delivery system including fuel tank, inlet manifold, throttle body, linkages, cables, fuel injection system, fuel pump, pressure regulation and filtration systems must remain and operate as standard in their entirety.

The only permitted turbo charger is a sealed Standard or Standard Pattern Part that has been remanufactured and/or supplied by Turbo Technics. The only permitted provider of servicing and refurbishment of turbocharger units is Turbo Technics. When a turbo unit be sent to Turbo Technics for remanufacture, they will carry out the work to a standardised specification and will seal the unit to identify it as a series compliant unit.

It is permitted to fit the SW Motorsports supplied turbo divertor valve.

The use of heat wrapping or turbo heat blankets is permitted.

It is permitted to relocate the fuel feed and return lines to the inside of the vehicle.

It is permitted to install a fuel drain valve within the fuel lines. For safety reasons it is strongly advised that this should be positioned away from any heat source.

An unlocked fuel cap must be fitted at all times whilst the car is on circuit.

To enable ease of changing / replacing turbo charger units, it is permitted to cut and separate the turbo unit from the manifold and insert welded in flange rings and V-Band clamp to allow a sealed joint. The cut must be located at the base of the manifold where it merges to become a single pipe. The following images show examples of what is permitted. No other modifications to the turbo or manifold are permitted. See Image 1 and 2 below.



Image 1



Image 2

## 5.8 SUSPENSIONS

### 5.8.1 Permitted Modifications

#### Compact Cup Class Cars:

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 sourced directly from the Organisers. 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.

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 or Sport Front 26mm, and Rear 16mm or Rear 14mm. Any combination of the specified roll bars is 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.

Roll bar drop links must be dimensionally compliant with E36 Compact Standard OEM or Standard Pattern parts.

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.

For details of the Championship suspension supplier, and instructions on how to proceed with a purchase, it is advised to contact the Championship Coordinator.

## 1 Series Class Cars:

The only permitted suspension is the BC Racing kit as supplied by SW Motorsports (see Appendix 3). This is a complete kit comprising of four coil over shock absorbers, four ~~mandatory control~~ springs, top mounts and bump stops. Other than the option of removing spring platform lock nuts, the kit must be fitted as supplied with no modifications, additions or deletions whatsoever.

The Powerflex Bush kit as supplied by SW Motorsports may be fitted. Any other Powerflex supplied bushes are also permitted for use, but these must only be supplied by SW Motorsports. Other than Powerflex parts, parts supplied by SW Motorsports, or the standard items, no alternative bushes are permitted.

Other than the fitment of parts supplied by SW Motorsports, all suspension wishbones, ball joints, anti-roll bars and anti-roll bar drop links must remain as standard / OEM.

Front and rear anti-roll bars (ARB's) must only be those fitted to the model of car being raced. For the avoidance of this means that only ARB's as fitted as standard to models detailed in 5.2.1 are permitted

for use. Only standard ARB drop links are permitted, and all must remain fitted and connected whilst the car is on track.

~~The organisers reserve the right to amend the control spring rates at any point in the season. All competitors will be given advance notice should this take place.~~

Springs as supplied with the mandatory BC Racing suspension kit are 10kg(F) and 12kg(R). Optional springs, 12kg(F) and 14kg(R) are available from SW Motorsports and are permitted for use. Any combination of these springs is permitted, however equally rated springs must be used across each axle.

## 5.8.2 Prohibited Modifications

### Compact Class Cars:

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.

### 1 Series Class Cars:

It is strictly prohibited to modify, reshape or bend of any part of the subframes, front wishbones, the hubs or mounting points. No external or internal suspension bracing or strengthening brackets, supports or straps are permitted, and any attempt to alter the dynamics, dimensions or operation of the suspension system.

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

**Compact Class Cars:** The wheelbase must remain standard @ (2700mm).

**1 Series Class Cars:** The wheelbase and front track width must remain as standard, the only modifications being as a result of fitment of the mandatory control suspension kit and wheels / tyres.

## 5.9 TRANSMISSIONS

### 5.9.1 Permitted Specifications

#### Compact Class Cars:

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

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.

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).

Two differential rear cover securing bolts must be cross-drilled through their heads with a hole of minimum 1/16th" diameter. These cross drilled bolts must be fitted 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 may instruct the competitor to reposition them to the scrutineer's chosen position.

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.

### 1 Series Class Cars:

For manual gearbox cars, the only permitted gearbox is the standard 6 speed manual versions as fitted as OEM to 114i / 116i / 118i petrol engine cars. The only permitted gear ratios are: First 4.552. Second 2.548. Third 1.659, Fourth 1.230. Fifth 1.000. Sixth 0.830.

For the avoidance of doubt, manual gearboxes from diesel engine versions are not permitted.

For automatic gearbox cars, the only permitted gearbox is the standard 8 speed ZF version as fitted to the model being raced. It is permitted for the automatic gearbox to be remapped. Aftermarket gearchange paddles may be fitted.

A gearbox oil cooler may be fitted.

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

OEM mechanisms are defined as being the standard parts which are 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 positioned below the tunnel with only the shift lever protruding above the tunnel. Modification of any part of the OEM gearbox mechanisms are not permitted.

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

All other gear linkages, clutch cable, pivots, pedals and mechanisms are to remain as standard OEM in their fitment and operation.

Driveshafts, hubs and hub bearings must remain as standard / OEM.

Clutches must be standard road specification items.

All cars must be fitted with a standard BMW "open" differential with a final drive ratio of 2.81 or 3.08.

It is strictly prohibited to modify any internal or external part of a gearbox away from the original factory specification.

It is not permitted to modify the differential in any way.

## 5.10 ELECTRICS

### 5.10.1 Exterior Lighting

**Compact Class Cars:** Unless otherwise specified elsewhere in these regulations, exterior lighting must be as per standard OEM fitment location and be fully operational. Aftermarket plastic headlamp units are permitted. Where glass front lights/lamps are retained/fitted, these must be taped in accordance with the NCR or covered with a transparent protective plastic shield or vinyl film.

**1 Series Class Cars:** Except for number plate lights, door mirror repeater lights and for 5.10.2, all exterior lights must remain as standard, and all must operate as standard by utilising the standard switchgear. Where a car has factory fitted DRL's (daylight running lights), these may be left in place or disabled and removed.

### 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 NCR Ch.7 App.5. Art.6.

**Compact Class Cars:** The high-level OEM rear brake light may be used for this purpose.

**1 Series Class Cars:** Refer to the Mandatory Parts List (Appendix 3) for details.

### 5.10.3 Batteries

**Compact Class Cars:** No restrictions on type or location subject to the requirements of the NCR. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used.

**1 Series Class Cars:** The standard battery must be replaced and can be either the sealed race battery and mounting kit as supplied by SW Motorsports Refer to as part of the Mandatory Parts List (Appendix 3), or by a larger capacity battery as preferred. If fitting a larger capacity battery, it must remain fitted in the boot floor area in a similar position to the standard location.

All cars, the charging system must remain completely as standard, and the car must remain fitted with a standard or standard pattern fully operational alternator.

### 5.10.4 General

#### 1 Series class cars only:

All airbags must be removed or fully disabled. The airbag warning lamp may be disabled.

Front windscreen wipers and washers must be fitted and must operate as standard, this includes retaining both wipers and arms with the OEM washer bottle remaining in the standard location. The wiper arms must remain the standard items.

The rear window wiper, wiper arm and motor may be removed. The hole in the rear tailgate screen must be blanked off.

Excluding seat belt and air bag warning lamps may which be disabled, all standard OEM dashboard and functions must be retained and operational.

It is a mandatory requirement for all cars to be fitted with the SW Motorsports supplied AIM Solo 2DL kit, and this must remain fully operational at all times when the car is on track. It is permitted to fit and use supplementary lap timing or data logging equipment; however this must be fitted in such a manner that it does not interfere with the functionality of the AIM system or original dash clocks.

The standard ignition barrel may be removed, and an additional starter button may be installed.

It is not permitted to modify the functionality of the OBD port.

The battery cut-off master switch as supplied by SW Motorsports must be fitted. When operated, this must isolate all electrical systems with the exception of any that may operate the fire extinguisher system. The pull cable / operating button must be situated within the scuttle panel situated at the lower edge of the front windscreen.

Electronic coding of unnecessary functions is permitted along with coding of alternative differentials.

## 5.11 BRAKES

### 5.11.1 Permitted Modifications

#### Compact Class Cars:

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. Aftermarket metal caliper slide pin sleeves may be used, however slide pins must remain as standard.

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 NCR Ch.12 App.13 Art.5.

The fitment of brake residual pressure valves is permitted.

#### 1 Series Class Cars:

The complete braking system in terms of its componentry and operation must remain as standard OEM, except where permitted below:

Brake servo, fluid reservoir and cables in terms of their design, materials and fitment must all remain as standard / standard pattern / OEM.

The EBC Big Brake Kit (front) as supplied by SW Motorsports must be fitted. It is not permitted to use any other brand of front brake disc.

Where cars may have been factory fitted with the M-Sport brake upgrade, the rear M-Sport brakes must be removed and the standard non-M-Sport version installed. Grooved / drilled discs are permitted on the rear. Brake discs must be steel.

Front and rear brake pad brand is free.

It is permitted to relocate brake lines to the inside of the vehicle. It is a mandatory requirement to replace the standard rubber brake hoses with the braided / reinforced items as supplied by SW Motorsports.

The handbrake system in its entirety may be removed.

#### 5.11.2 Prohibited Modifications

##### Compact Class Cars:

A hydraulically operated handbrake is not permitted.

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

##### 1 Series Class Cars:

The ABS system must be fully enabled and operational at all times.

It is not permitted to fit any kind of brake biasing or brake pressure limiting mechanism anywhere in the braking system.

#### 5.12 WHEELS/STEERING

##### 5.12.1 Permitted Options

##### Compact Class Cars:

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 nonstandard 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.

##### 1 Series Class Cars:

The mandatory control wheels for the series are the 2Forge alloys as supplied by SW Motorsports. Refer to the Mandatory Parts List (Appendix 3).

The steering lock mechanism must be removed or rendered permanently inoperative. All other aspects and operation of the steering system must remain as standard OEM.

It is permitted to fit studs to all hubs to enable the use of wheel nuts instead of the standard wheel bolts. The only permitted option is that supplied by SW Motorsports. Refer to the Mandatory Parts List (Appendix 3)

Power Assisted Steering must remain fitted as standard and be fully operational at all times.

#### 5.12.2 Prohibited Options

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

#### 5.12.3 Construction & Materials

**Compact Class Cars:** Any road wheel used must be of a one-piece construction of aluminium alloy only. Magnesium wheels are prohibited.

**1 Series Class Cars:** As supplied.

#### 5.12.4 Dimensions

**Compact Class Cars:** 15" x 7J" (Minimum \*ET15)

**1 Series Class Cars:** As supplied.

#### 5.12.5 Wheel Spacers

**Compact Class Cars:** Spacers are permitted up to a maximum of 15mm per hub; however, a combination of spacer and wheel must limit the \*ET to \*ET15.

**1 Series Class Cars:** No spacers are permitted.

### 5.13 TYRES

#### 5.13.1 Specification

**Compact Class Cars:**

The mandatory control tyre(s) ~~is~~ for the first two events of the 2026 season are either the Nankang 195/50R15 86W NS-2R 180 (STREET) XL or Nankang 195/50R15 86W NS-2R 100 (STREET) XL. The 180 and 100 specification tyres may be used together, but only one specification may be used across any axle. From the third event (Donington Park on 6<sup>th</sup>/7<sup>th</sup> June) and for the remainder of the season, ONLY the Nankang 195/50R15 86W NS-2R 100 (STREET) XL is permitted for use in official sessions.

2026 control tyres may be 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 Championship nominated supplier will be viewed as non-compliant with the regulations.

The use of any other tyre is prohibited.



It is prohibited to mechanically alter the tread pattern or sidewall information of any tyre. Prior to any qualifying or race session, the original tread pattern must remain visible over the complete tread area, and with a minimum tread depth of 1.6mm remaining on at least  $\frac{3}{4}$  of the complete circumference of the tyre.

### 1 Series Class Cars:

The mandatory control tyre is the Nankang NS-2R (100 Soft Compound) – 225/45R17. With the exception of tyres supplied by SW Motorsports, tyres can only be purchased from the nominated supplier. Tyres sourced from any other supplier are ineligible.

The use of any other tyre is prohibited.

It is prohibited to mechanically alter the tread pattern or sidewall information of any tyre. Prior to any qualifying or race session, the original tread pattern must remain visible over the complete tread area, and with a minimum tread depth of 1.6mm remaining on at least  $\frac{3}{4}$  of the complete circumference of the tyre.

#### 5.13.2 Nominated Supplier

Nankang Tyre UK Ltd, Call 0121 500 5010. When your call is answered, introduce yourself as a Compact Cup competitor or team, or a BMW 1 Series SuperCup competitor or team.

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

##### Tyre Condition and Modification (all cars):

a) Tyre shaving, cutting, re-profiling, grinding, buffing, chemical treatment, heat treatment, or any other process intended to alter the tread depth, profile, construction, or performance characteristics of the tyre is strictly prohibited.

b) All the manufacturers' data must be clearly visible. Buffing or scrubbing of sidewalls to remove data is prohibited.

c) Any tyre(s) which, in the opinion of the Eligibility Scrutineer, appears to have been shaved or otherwise modified may be impounded immediately for further examination.

d) Impounded tyres may be submitted for inspection and analysis to:

- the Championship's nominated tyre supplier, and/or
- the tyre manufacturer or their appointed agent, and/or
- any independent tyre industry professional as chosen by the Organisers.

e) The burden of proof that a tyre complies with these regulations rests with the Competitor at all times.

f) Any breach of this regulation shall be deemed a technical infringement and may be penalised in accordance with:

- the Championship Regulations,
- the Motorsport UK National Competition Rules, and
- the Judicial procedures therein, and may result in penalties up to and including disqualification from the session, event, or Championship.

At the start of each qualifying session or race, all tyres must have a minimum of 1.6mm tread depth remaining across at least the central  $\frac{3}{4}$  tread area of the tyre, and around its full circumference. The Eligibility Scrutineer (or their appointed deputy) reserves the right to inspect, take tread depth measurements, photograph or impound any tyre they believe to be non-compliant with the above description whilst the car is in the pre-session assembly area, and to advise the driver that they are not permitted to enter the circuit due to the car being considered non-compliant with these regulations.

Post-session, and whilst any car is under parc ferme conditions, the Eligibility Scrutineer (or their appointed deputy) reserves the right to inspect, photograph or impound any tyre they believe to be non-compliant with these regulations. As well as tyres being impounded as the eligibility Scrutineer chooses, a non-compliance report will be issued.

Should any driver wish to have the compliance of any tyre confirmed ahead of taking part in an official session, they must request that their tyres are inspected by the Eligibility Scrutineer BEFORE taking their car onto the circuit.

## 5.14 WEIGHTS

5.14.1 **Compact Class Cars:** 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. Should any Vehicle require the fitment of ballast to enable it to meet minimum weight requirements, then any ballast must comply with NCR Ch.7 App.2 Art.19.

5.14.2 **1 Series Class Cars:** Minimum 1360 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. Should any Vehicle require the fitment of ballast to enable it to meet minimum weight requirements, the only ballast box permitted is that supplied by SW Motorsports, and this must be fitted in the passenger footwell. Should additional ballast be required, this can only be authorised in advance by the eligibility scrutineer. All ballast must comply with NCR Ch.7 App.2 Art.19.

## 5.15 FUEL TANK AND FUEL

### 5.15.1 Types

An OEM Standard unmodified fuel tank must be fitted. It is not permitted to add any internal baffle plates or fuel swirl pots of any kind into the interior of the fuel tank. Other than by the use of correctly installed fuel tank baffle foam or fuel tank baffle balls, it is not permitted to alter the fuel tank OEM capacity or operation by any other means.

### 5.15.2 Location

Tank must remain in OEM standard location.

### 5.15.3 Fuel

Only Permitted Fuel as defined by NCR Ch.8 App.1 Art.1.7.a (Petrol complying with BS EN 228), up to a maximum of 99RON (i.e. standard pump fuel), and complying with, BSEN228 may be used. The use of additives 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**

5.16.1 All vehicles must be silenced in accordance with NCR Ch.7 App.8 and comply with the relevant maximum noise limits set out in NCR Ch.7 App.13 Chart 1.

## **5.17 NUMBERS & CHAMPIONSHIP DECALS**

### **5.17.1 Positions**

The race numbers for each rear side window shall be as per NCR Ch.12 App.4 Arts. 5.6-5.8;

- (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 Coordinator. 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.

## **6. APPENDICES**

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the National Competition Rules.

### **6.1 RACE ORGANISING CLUBS & CONTACTS**

#### **ORGANISING CLUB**

British Racing & Sports Car Club  
Unit 25 Wheatley Business Centre  
Old London Road  
Wheatley  
Oxford  
OX33 1XW  
Tel: 01732 780100  
www.brscc.co.uk

### **6.2 Deleted**

### **6.3 Deleted**

### **6.4 Deleted**

**Appendix 1 – Motorsport UK Race with Respect [LINK]**

**Appendix 2 – Compact Class Technical File [LINK]**

**Appendix 3 - 1 Series Class Mandatory Parts List [LINK]**