



2010 BMW CSL Cup

Sporting, Technical & Commercial Regulations

Registration Documents

1.	Sporting Regulations - General.....	4
1.1	Title & Jurisdiction.....	4
1.2	Championship Officials.....	4
1.3	Competitor Eligibility.....	4
1.4	Registration.....	4
1.5	Championship Rounds.....	6
1.6	Championship Points.....	6
1.7	Awards.....	6
2.	Sporting Regulations – Judicial Procedures:	8
2.1	Rounds:.....	8
2.2	Championship:.....	8
3.	Sport Regulations – Race Meeting & Race Procedures:	8
3.1	Entries:.....	8
3.2	Briefings:.....	9
3.3	Qualifying:.....	9
3.4	Qualification Criteria:	9
3.5	Races:.....	9
3.6	Race Starts:	9
3.7	Practise & Race Stops	11
3.8	Scrutineering	12
3.9	Pits & Pit Lane Safety	13
3.10	Race Finishes.....	14
3.11	Results.....	14
3.12	Timing Modules	14
3.13	Safety Car	14
3.14	Specific Championship Regulations	16
4.	Championship Penalties	18
4.1	Infringements of the Technical Regulations	18
4.2	Infringements of non-technical Regulations and these Sporting Regulations issued for the Championship:....	19
4.3	Series Incidents	20
5.	Technical Regulations	21
5.1	Introduction	21
5.2	General Description & Requirements	22
5.3	Safety Requirements	24
5.4	General Technical Requirements & Exceptions	25
5.5	Chassis.....	26
5.6	Bodywork.....	27
5.7	Engine	28
5.8	Oil / Water Cooling:.....	29
5.9	Ignition Systems and Electronic Control Unit:.....	29
5.10	Ride Height: 65mm	29

5.11	Wheelbase	29
5.12	Reverse Gear	29
5.13	Electrical	30
5.14	Exterior Lighting	30
5.15	Brakes	31
5.16	Wheels & Tyres	31
5.17	Steering	32
5.18	Vehicle Weights	32
5.19	Fuel Tank / Fuel	34
5.20	Silencing	34
5.21	Numbers & Championship Decals:.....	34
5.22	Cameras.....	35
Appendix A.	2010 BMW CSL Cup Regulations Outline (Quick Reference)	36
A.1	Definition	36
A.2	Bodywork.....	36
A.3	Engine	36
A.4	Chassis.....	37
A.5	Brakes	37
A.6	Wheels & Tyres	37
A.7	Weights.....	37
Appendix B.	Drivers Registration Form	38
Appendix C.	Vehicle Registration Form	40
Appendix D.	Vehicle Logbook	41
Appendix E.	Livery Outline	42
Appendix F.	Permitted Vehicles / Guide Lap Times	43

1. Sporting Regulations - General

1.1 Title & Jurisdiction

The 2010 BMW CSL Cup is a Championship organised and administered by Thorney Motorsport LTD (TMS) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FiA) and these Regulations. The Organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered Entrants and Drivers by posting to the address details on the registration form or by email to an address disclosed likewise. The series is solely for designated BMW M3 Models and an open BMW class additionally.

1.2 Championship Officials

1.2.1	Championship Co-ordinator:	Adam Lister	CSL Cup
1.2.2	Championship Eligibility Scrutineer:	Dan Carter	BARC
1.2.3	Championship Technical Advisor:	John Maguire	BARC
1.2.4	Championship Technical Committee:	John Thorne	Thorney Motorsport
		Geoff Steel	Geoff Steel Racing
		John Maguire	BARC
		Dan Carter	BARC
1.2.5	Championship Stewards:	TBC	
1.2.6	Any of the above Stewards will act as a panel in order to reach a decision.		

1.3 Competitor Eligibility

- 1.3.1 Entrants where applicable must be in possession of a valid 2009 MSA Entrants Licence. Where no Entrants licence is held, the Driver shall be considered to be the Entrant for the purposes of these regulations.
- 1.3.2 Registered Drivers must be fully paid up valid racing membership card holding members of the BARC, be Registered for the Championship and be in possession of a valid MSA Competition (Racing) National B Licence as a minimum.
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration

- 1.4.1 All Drivers must register as contenders for the Championship by returning a fully completed Registration Form to the Co-ordinator prior to the Final Closing date for the first round that is being entered or by complying with 1.4.2 below.
- 1.4.2 Alternatively, Competitors may register 'online' by visiting the CSL Cup website at www.csllcup.co.uk.
- 1.4.3 The Registration fee for each Driver is £275.00 with the fee being payable to "CSL Cup LTD" This fee will be used for various purposes.

- 1.4.4 Registrations will be accepted from 1st December 2009 (or when on-line registrations go “live”) until further notice. Incorrect or incomplete registrations will be held in abeyance until they are complete and correct.
- 1.4.5 Upon registration permanent Competition numbers for the Championship will be allocated to each Driver by the Co-ordinator in accordance with article and these will be issued strictly upon receipt of a fully completed registration form and payment of the appropriate registration fee.
- 1.4.6 Official Championship Registration Cards will be issued by the CSL Cup upon receipt of the attached Registration Form or on-line submission.
- 1.4.7 When registering for this Championship, Competitors must take account of the Class Structure defined within Section 5.2.2 of these Regulations and register accordingly. Once registered and accepted, Competitors who wish to change their class will only be permitted to do so once in each calendar year.

1.5 Championship Rounds

1.5.1 The BMW CSL Cup will be scheduled over 8 events (19 Races) as follows:

Event	Races	Date	Circuit	Organising Club
1	1/2/3	8 May	Snetterton	BARC
2	4/5	29 May	Oulton Park	BARC
3	6/7/8	26 Jun	Pembrey	BARC
4	9/10	17 Jul	Castle Combe	BARC
5	11/12	14 Aug	Brands Hatch	BARC
6	13/14	28 Aug	Thruxton	BARC
7	15/16/17	11 Sept	Rockingham	BARC
8	18/19	25 Sept	Donington	BARC *Subject to Circuit Completion

1.5.2 In accordance with MSA regulation A29(c) the Organisers reserve the right to amend the published list of dates and rounds, in which case, all registered Competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Championship Points

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

In each class with 4 or more Competitors: 1st - 10, 2nd - 8, 3rd - 6, 4th - 4, 5th - 2, 6th - 1

In each class with 3 or less Competitors: 1st - 5, 2nd - 4, 3rd - 3

In addition, 1 point will be awarded to the Driver(s) setting the fastest race lap in each class. Drivers in the Invitation class will be deleted from the results when the points are calculated and hence will not be awarded points towards the overall Championship or within any class.

1.6.2 The total points scored by a Driver (in any class) from all qualifying rounds run will be accumulated to determine the final Championship points and positions.

1.6.3 Ties shall be resolved using the formula in Regulation G11 of the 2009 MSA Yearbook.

1.7 Awards

1.7.1 All awards are to be supplied by the CSL Cup Administration.

1.7.2 For Each Race: Commemorative award to overall race winner and class winner(s).

1.7.3 Championship: Trophy to overall winner.

Any Driver failing to attend the CSL Cup Championship prize-giving at the end of season may not be eligible to receive any prizes which may have otherwise been presented at this function. Such prizes may be withheld and not be represented to any other Driver.

1.7.4 Bonuses: In Each Class per Race

1st: £200

2nd: £100

3rd: £50

Season Champion: TBC

1.7.5 Presentations: TBC

1.7.6 Entertainment Tax: N/A

1.7.7 Title to all Trophies:

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the CSL Cup Administration in good condition within 7 days.

2. Sporting Regulations – Judicial Procedures:

2.1 Rounds:

In accordance with Section C(d) of the 2009 MSA Yearbook and these Championship Regulations.

2.2 Championship:

In accordance with Section C(d) of the 2009 MSA Yearbook and these Championship Regulations.

3. Sport Regulations – Race Meeting & Race Procedures:

3.1 Entries:

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

3.2 Briefings:

The Organisers will notify Competitors of the time and location for all briefings in the Final Instructions for the meetings. However it may be necessary to call a briefing during an event and in this case Competitors will be informed by the Championship Co-ordinator of the time and place for the briefing. Competitors must attend all briefings and failure to do so may result in a fine.

3.3 Qualifying:

- 3.3.1 The minimum period of qualifying to be provided is to be one twenty minute session.
- 3.3.2 Should any Practice or Qualifying Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 During any Practice or Qualifying session all competing cars must remain in the Pit Lane when not on track. At no time is any car permitted into the garages or paddock area until the conclusion of the session when all cars must be taken directly to the designated Parc Fermé area.

3.4 Qualification Criteria:

Each Driver should complete a minimum of 3 laps of qualifying in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation G15. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any Driver whose qualifying times or driving are considered to be unsatisfactory, as per MSA Regulation G15.

3.5 Races:

- 3.5.1 Each event will be scheduled to hold three Championship points scoring races.
- 3.5.2 The standard minimum time scheduled for each race shall be 20 minutes but should any race duration be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

3.6 Race Starts:

- 3.6.1 When the signal is given, the cars will be released from the assembly area on to the circuit to go directly to the grid. The cars should keep in formation with no overtaking, no practice starts and no excessive weaving on the way to the grid. Any car unable to join the train of cars leaving the assembly area will be directed to and held at the pit exit and may only exit the pit lane after the last car has passed the pit exit on the green flag lap or similarly on the first racing lap if the former is not possible. However exit from the pit lane must be in accordance with the marshals instructions at all times. Any car joining in this manner must remain behind the last car on the grid but in front of any car to be started with a time delay.

- 3.6.2 The grid formation will be: 2 x 2 x 2 in accordance with regulation 6.2 and all races will start from a standing start unless in accordance with regulations.
- 3.6.3 The countdown procedure and visible / audible warning sequence shall be:
2 minutes to start of Green Flag Lap - Board - Clear Grid Warning / Grid Closed
1 minute to start of Green Flag Lap - Board - Start engines / Clear Grid
30 seconds - Board - Visible and audible warning
Green flag lap – Flag
- 3.6.4 Any cars removed from the grid after the 2 minute signal or driven into pits on the Green Flag lap shall be held in the pit lane and may only 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.
- 3.6.5 Any Drivers unable to either start the Green Flag lap or the race are required to indicate their situation as per MSA Regulation G53. 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 must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm-up tyres by using more than 50% of the track width, falling back in order to accelerate and practice starts, are prohibited during the green flag lap.
- 3.6.7 At the end of the green flag lap cars will take up their grid position and a five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after this board is withdrawn and between 2 and 7 seconds later the lights will go out to indicate the start.
- 3.6.8 In the event that the start is delayed for any reason the countdown sequence will be resumed from the one minute signal when appropriate to do so.
- 3.6.9 Unless the Clerk of the Course determines that the weather conditions have deteriorated significantly in the time involved or a Scrutineer determines a replacement is required due to damage, competitors are not permitted to change or swap tyres / wheels between leaving the assembly area and starting the race.
- 3.6.10 Start Delayed Procedure:
- A. If the starter deems that the start needs to be delayed, he/she will display a “Start Delayed” board. The Countdown Procedure / Audible Warning sequence will then recommence from the one- minute board and the race may be started by use of the National Flag provided that all Drivers have been informed of the change of start signal. The race distance will be reduced by two minutes.
 - B. Any Driver(s) deemed to have caused an aborted start will be moved to the back of the grid but ahead of any cars to be started with a time delay. Depending on individual circuit layout, the car(s) will either be removed to the back of the grid before the Green Flag Lap commences or the driver(s) will be instructed to commence the Green Flag Lap from his/her original grid position but must, during the course of the Green Flag Lap, allow any car(s) starting behind them to overtake, thus ensuring that they take the restart from the back of the grid (but ahead of any

car(s) to be started with a time delay). If more than one car is penalised in this way, then their order at the back of the grid will reflect their original grid positions.

- C. The Start Delayed procedure will be as follows:
- (I) The start-delayed board is displayed, engines may be switched off and team members are allowed back onto the grid.
 - (II) When the Clerk of the Course is happy, the countdown will restart from the one-minute signal with the grid being cleared in the usual way.
 - (III) Any car(s) that then cannot be started will be pushed to the side of the track (or Pit Lane if practical) and covered by a waved Yellow Flag. If any such car at the side of the track can start unaided, it may join the Green Flag Lap under the usual restrictions.
 - (IV) The remaining cars are waved off on a Green Flag Lap.
 - (V) Any stalled cars are cleared to the Pit Lane if possible, or if not, to a place of relative safety. Cars, once within the Pit Lane, may be assisted by their team but may only start the race after the last car has passed the Start Line or Pit Lane exit, whichever is later, on the first racing lap.

 - (VI) The race is started, if appropriate, upon return from the Green Flag Lap in the usual way. If one Green Flag Lap has already been completed before the "start delayed" board is shown then the race will be reduced by two minutes. Then, if the start is delayed again and another lap is lost or if this causes issues with the running of the timetable the Championship Clerk of the Course will set a new race distance.
 - (VII) The Clerk of the Course may either vary the above or set any other conditions upon this start procedure that may be deemed fit for the situation.

- 3.6.11 The onus is on the Competitor to comply with all aspects of the start procedure CR 3.6. Failure to do so and making a false start as defined in G62 as judged by a Judge of Fact may result in a report to the Clerk of the Course, who may impose a Drive Through or retrospective time penalty, minimum 30 seconds.

3.7 *Practise & Race Stops*

- 3.7.1 Should the need arise to stop any practice or qualifying session, red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all Drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane without overtaking other Competitors.
- 3.7.2 Should the need arise to stop any race, red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all Drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid, which will automatically become a Parc

Fermé area, without overtaking other Competitors. Cars should not enter the Pits unless directed to do so or unless repairs are considered necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue with the approval of Scrutineers. Cars which are in the pit lane or who enter the pit lane may only re-start from the pit lane (not the grid) after all other cars have re-started the race. Non runners at the time of the stoppage (which have returned to the pit lane without receiving any sort of mechanical assistance) can re-start from the pit lane behind those referred to above.

3.7.3 Case A - Less than two laps completed by Race Leader

The race will be null and void and the Parc Fermé conditions on the grid and in the pit lane are lifted. The race will re-start from the original grid positions. Competitors unable to take the re-start may be replaced by nominated reserves who will start from the pit lane in reserve number order after all other cars have restarted the race and in front of any other pit lane starter. Gaps on the grid should not be closed up. The length of the re-started race will be determined by the Clerk of the Course whose decision shall be final.

3.7.4 Case B - More than two laps completed by Race Leader but less than **75%** of Race Distance:

The race will restart from a grid set out by the finishing order of part one (as per G23). The final result of the race will be the finishing order of part two. The length of the re-started race will be determined by the Clerk of the Course whose decision shall be final.

3.7.5 If the leader has completed more than **75%** of the race distance or duration it shall not usually be restarted (as per G23). If not restarted, the results will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

3.8 *Scrutineering*

3.8.1 The Entrant / Driver must present the competing vehicle, the vehicle logbook and all mandatory safety equipment to the Championship Eligibility Scrutineer or his representative, at the designated time for scrutineering and prior to taking part in any track activity.

3.8.2 Any vehicles reported as being involved in contact incidents during any practice, qualifying or race or those requiring any significant repair or rebuild process must be re-presented to the Championship Eligibility Scrutineer for inspection before continuing in the practice, qualifying or races.

3.8.3 All registered competition vehicles may also be checked for their eligibility prior to, during and after the Event, with vehicles being selected at the sole discretion of the Championship Eligibility Scrutineer. The Championship Eligibility Scrutineer and/or his nominated representative may make random checks for vehicle eligibility throughout the Race Weekend and any infringement will be subject to a report to the Clerk of the Course.

3.8.4 Any Driver involved in any incident may not leave the venue without the permission of the Clerk of the Course and all Drivers must remain available at the venue until the protest period relating to their event has elapsed. Failure to comply with this may lead to any judicial action proceeding in their absence.

- 3.8.5 Competition vehicles may not be removed from the venue during any event after initial scrutineering unless with the prior permission of the Eligibility Scrutineer and the Clerk of the Course. Failure to comply with this regulation will lead to Competitors being excluded from taking part in any remaining elements of the event.
- 3.8.6 After each practice, qualifying session or race all vehicles must be taken directly to the designated Parc Fermé area. Parc Fermé conditions apply to every vehicle from the finish line to the Parc Fermé area, any waiting area in front of it and the pit lane. Except for the Driver, no-one is permitted to either enter the Parc Fermé area or touch/inspect any vehicle component unless invited to do so by the Championship Eligibility Scrutineer. Should unauthorised team personnel be present in the Parc Fermé areas or anyone touches or inspects any vehicle component, they render their car liable to exclusion from practice, qualifying or the race.
- 3.8.7 Cars will be held in Parc Fermé for a minimum of 20 minutes after each practice, qualifying session and race and must remain there until released by the Championship Eligibility Scrutineer.
- 3.8.8 The assembly and dismantling of the vehicle(s) is solely the responsibility of the Entrant/Driver and reimbursement of expenses for these measures may not be claimed.
- 3.8.9 The use of tyre heating / heat retention devices, tyre treatments and compounds is prohibited.

3.9 *Pits & Pit Lane Safety*

- 3.9.1 Pits: Entrants / Drivers must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pit lane: The outer lane or lanes (those nearest to the pit wall) are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in the pit lane at all times. People under the age of 16 are not permitted in the pit lane. During any official session a Car may only enter the fast lane with the Registered Competitor sitting in his/her normal position properly belted into the in the Car and all safety equipment should be in place as though the Car is on circuit. Reverse gear may not be used in the Pit Lane at any time during any official session.
- 3.9.3 Refuelling: The addition or removal of fuel may only be carried out in accordance with MSA Regulations G67-70, Circuit Management Regulations and the SR's or Final Instructions issued for each event. The addition of fuel to or removal of fuel from a Car is prohibited in the pit lane during any practice or qualifying session and from the commencement of and/or during any countdown procedure on the grid prior to a race or during a race.
- 3.9.4 Speed: A maximum speed of 60kph (38mph) must be observed in the pit lane at all times. A fine of £10 for each km/h above the limit may be levied in the event of exceeding this limit during practice or qualifying. This penalty will be replaced by a Drive Through penalty or retrospective time penalty for any breach during a race.

3.10 Race Finishes

- 3.10.1 The chequered flag will be shown to the race leader the first time that they cross the finish line after the scheduled or revised time for the race has elapsed.
- 3.10.2 After taking the Chequered Flag Drivers are required to progressively and safely slow down, remain behind any Competitors ahead of them, return to the Pit Lane and go directly to the designated Parc Fermé area, complying with any directions given by marshals or Officials, keeping helmets on and harnesses done up while on the circuit or in the pit lane.

3.11 Results

All Practice and Qualifying Timesheets, Grid sheets and Race Results are to be deemed provisional until all vehicles are released by the scrutineers after Post Practice/Qualifying/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 Timing Modules

- 3.12.1 All Competitors will be required to fit a transponder to their cars for the purpose of accurate timing. Holders and fitting instructions will be issued with the transponders and it will be the responsibility of the Competitor to fit these in a manner specified. The transponders must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged for replacement of the Modules due to misuse or loss at any time during the season.
- 3.12.2 Competitors may not place any personal electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day and any such equipment placed within these zones will be removed. Any Competitors personal timing equipment must be placed in a position so as not to cause a danger to others and failure to comply with this will result in the removal of the equipment concerned.

3.13 Safety Car

- 3.13.1 The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with GR B27) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.
- 3.13.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start-line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 3.13.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.
- 3.13.4 When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start finish line. The waved yellow flags and "SC" boards will flow around the

- circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all Marshalls posts if such a communication system is available.
- 3.13.5 Flashing yellow lights may also be used at the start-line and at other points around the circuit.
- 3.13.6 All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
- 3.13.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.13.8 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 3.13.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.13.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits less than 2 miles should be completed by the Safety Car with its lights extinguished.
- 3.13.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will maintain the pace set by the Safety Car. The race leader will dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.14.12 As the Safety Car is approaching the pit entry; the green flag will be displayed at the start finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the Marshalls posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all Marshalls posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal is passed.
- 3.13.13 Each lap covered while the Safety Car is in service will be counted as a race lap.

- 3.13.14 Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 3.13.15 In exceptional circumstances the race may be started behind the Safety Car. In this case the Safety Car will be placed at the front of the grid prior to the two minute signal and its revolving lights will be switched on. When the green flag is displayed the Safety Car will move off, all competing cars will follow it in single file grid order and the time allocated for the race will begin. SC boards and yellow flags will be displayed at all Marshalls posts in accordance with regulations above and the start of racing will be in accordance with 3.13.8 at a time determined by the Clerk of the Course.
- 3.13.15 The Clerk of the Course may impose a Drive Through penalty or retrospective time penalty upon any Competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. If in the opinion of the Clerk of the Course during the event that one Competitor breaches these Safety Car Regulations for the benefit of another Competitor then both may be penalised.

3.14 Specific Championship Regulations

- 3.14.1 Any Competitor who is reported to be involved in incidents of contact, which in the opinion of the Clerk of the Course is avoidable, may be subject to the following immediate penalties:
- a) During practice or qualifying: The Competitor concerned may be Black Flagged and may subsequently be prevented from taking any further part in that session
 - b) During racing: The Competitor concerned may be penalised by way of a Drive Through penalty in accordance with MSA Regulation G65.
- 3.14.2 The imposition of a Drive Through penalty will be notified by the use of the Black Flag and a Penalty Board and must be taken within 3 laps of the notification being given. It will involve the Competitor entering the pit lane, observing the pit lane speed limit between the pit entry and exit control lines and exiting the pit lane to rejoin the race without stopping at his / her pit.
- 3.14.5 Failure to comply with the imposition of a Drive Through penalty may result in exclusion from the race in question. Any Drive Through penalty so awarded is not subject to appeal. In the event that a penalty described above cannot be imposed for operational reasons during a race (i.e. during the last three laps), the Competitor concerned may be given a subsequent elapsed time penalty of between 20 and 60 seconds as an alternative.
- 3.14.6 If the Driver experiences a serious mechanical problem at any stage he/she must leave the track as soon as it is safe to do so and park in a position of relative safety. The Competitor should stay with the Car to assist with its recovery unless instructed otherwise by medical staff and/or officials. Detachable type steering wheels must be refitted by the Competitor/Team member in the correct place on the steering column immediately after the Competitor has vacated the Car in addition the transmission must be selected to neutral

at all times when the Car is left unattended or the Competitor is not seated in the Car. Failure to comply may result in a penalty from the Clerk of the Course.

- 3.14.7 Replacement cars are not permitted under any circumstances and an Entrant / Driver may only use the one car originally presented at pre-event scrutineering for his / her use.
- 3.14.8 It is the responsibility of each Competitor to ensure that their Car is fitted with tyres appropriate to the prevailing conditions. The Cars' rear lights and rear high intensity light (5.3.7) must be illuminated at all times when visibility is reduced or when so instructed by the Clerk of the Course.
- 3.14.9 If the Clerk of the Course finds it necessary to grant an extra warming-up lap prior to the race, due to a change in conditions, one of the following two procedures will apply:
- a) Exit onto Track before the Start line
Cars will join the circuit when instructed to do so by an official and will proceed through the start line to commence a full lap of the circuit. On completion of this lap all Cars will stop in their correct start positions on the grid and the countdown will then begin as per 3.6.3 from the two minute signal.
 - b) Exit onto Track just AFTER the Start line
Cars will join the circuit when instructed to do so by an official to commence a partial lap of the circuit. On completion of this lap all Cars will take the chequered flag at the finish line, complete one further lap of the circuit and stop in their correct start positions on the grid. The countdown will then begin as per 3.6.3 from the two minute signal.
- 3.14.10 Regardless of the circumstances, once a Driver has received mechanical assistance to move his/her car from one position to another he/she is not permitted to continue within that particular practice, qualifying or race even if, after being moved into a position of relative safety, he/she feels he/she is able to continue. For avoidance of doubt if the car is moved by manual means alone then continued participation within the session is permitted once the car has been approved to do so.

4. Championship Penalties

4.1 *Infringements of the Technical Regulations*

- 4.1.1 Arising from Scrutineering post practice, qualifying or after races one and two of an event the minimum penalty shall be the provisions of MSA Regulations: C(d)36 or 39, however a) to d) below also apply
- a) The Car together with the Competitor copy of the Technical Non-Compliance Report must be presented for re-scrutiny by the Championship Eligibility Scrutineer, or his nominated deputy, at the officially designated place of scrutiny for the Event no later than 30 minutes before the time allotted in the programme of events for the start of the next official session. Time is of the essence and force majeure does not apply.
 - b) If the Car passes re-scrutiny then the Competitor is entitled to start the next session and if that is a race from the back of the grid provided that there is space on the grid to do so (i.e. the maximum number of starters permitted by the Track Licence has not been achieved without their inclusion).
 - c) The Competitor shall be penalised by the deduction of six points from their Championship score immediately, even if this results in a negative score.
 - d) Any Competitor who does not submit their Car for re-scrutiny, or whose Car fails re-scrutiny, shall be subject to the following mandatory penalties imposed by the Clerk of the Course: The car will not be allowed to take any further part in the event, there will be a deduction of twenty-four points from the Championship score for the Competitor, even if this results in a negative score, (this penalty can only be varied by a National Court of the MSC by application in accordance with the procedures laid down in the MSA General Regulations).
- 4.1.2 Arising from Scrutineering after the last race of the event the minimum Penalty shall be in accordance with the provisions of MSA Regulations: C(d)39 (a) and (b) plus a deduction of twenty-four points from the Championship score for the Competitor, even if this results in a negative score.

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 Regulation C(d)39 (c) in addition to the penalty above.

- 4.1.3 In additional specific Championship penalties may be applied at the discretion of the Championship Stewards (see below).

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

4.2.1 In accordance with the Judicial Procedure detailed in 2009 MSA Yearbook plus the following: Any Competitor who is penalised during an Event and as a result receives an allocation of penalty points on their race licence in accordance with MSA regulations will receive a grid slot penalty at the next race for the Championship at which they compete. The individual grid slot penalty will depend on the severity of the penalty imposed under 2009 MSA Competitors Yearbook C(d) 9 and 10 as follows:

- i) Verbal warning – 0 points: no grid slot penalty, yellow card issued and valid for next applicable race. If in the next race an infraction occurs, a race penalty is awarded.
- ii) Formal written reprimand – 2 points: moved back two places
- iii) Fine or time penalty – 3 points: moved back three places
- iv) Exclusion from Qualifying or Race – 4 points: moved back four places
- v) Exclusion from the meeting – 6 points: moved back six places

The penalty will mean that a Competitor will be moved back the appropriate number of grid slot places from their grid position (i.e. if a Competitor with a four grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fifth on the grid). For the avoidance of doubt, if the offence occurs at the final round of the Championship no further penalty will apply.

4.2.2 Any Competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Stewards of the Championship for the possible imposition of further penalties which may be imposed separately or combined at the discretion of the Championship Stewards and may include the following

- a) A demotion of up to ten grid positions from the qualifying position in the first race of the next event at which the Competitor takes part
- b) A financial penalty of up to £5,000.
- c) The loss of Championship points, up to a maximum of 36 (thirty six) points even if this penalty results in a negative points total.
- d) Exclusion from a fixed number of races within the Championship
- e) Removal from the Championship in its entirety

4.2.3 Breaches of driving standards will be dealt with firmly. If the Clerk of the Course wishes to view video evidence from the nominated TV Company, on-board judicial cameras and/or data-logged evidence in order to assist with his enquiry into a breach of driving standards, he may order that the results remain provisional and he may take judicial action at a later date. However, the use of video evidence and/or data-logging evidence in all circumstances is at the sole discretion of the Clerk of the Course.

Provided that the results have remained provisional, the Championship Coordinator may also request the Championship Stewards to enquire into any matter, notwithstanding that

the Clerk of the Course and/or the Stewards of the Meeting may or may not have already investigated accordingly. The Championship Stewards will be empowered to take further action if they deem it necessary in accordance with the above.

4.3 *Series Incidents*

- 4.3.1 Incidents that result in 3 points on a competitor's license will result in 10pts penalty, 10 second penalty in the next race, and starting from the back of the grid.
- 4.3.2 Incidents that result in 2 points on a competitor's license will result in 5pts penalty, 5 second penalty in the next race, and starting from the back of the grid.
- 4.3.3 Incidents that result in 1 point on a competitor's license will result in 5 point penalty, and to start from the back of the grid in the next race.

5. Technical Regulations

5.1 Introduction

- 5.1.1 The following technical regulations are set out in accordance with MSA specified format and it should be clearly understood that if the following texts do not clearly state that you can do it you should adopt the principle that you cannot. Therefore, anything that is not explicitly authorised and anything that is not specified either in these regulations or in any Official Championship Bulletin is therefore strictly forbidden and as a result will be regarded as a breach of these Technical Regulations and may be penalised as described in section 4. It should be clearly understood that technical regulations will be strictly enforced and any modification, addition, variation, tuning or removal other than specifically permitted in these regulations is prohibited.
- 5.1.2 The word(s) "standard" and "OEM" used within these Technical Regulations as a description of components is to be interpreted as: "The specified component from the factory or the manufacturer's parts list for the model or engine shown on the entry form or registration form. No modifications are permitted beyond the repair or adjustment processes specified by the factory or the manufacturer. Eligibility checking will be by comparison to spare parts supplied by the manufacturer's official agent.
- 5.1.3 All BMW M3's are eligible, under the class structure defined in section: 5.2.2
- 5.1.4 Any question regarding a technical matter affecting any written regulation must be submitted in writing to the Championship Eligibility Scrutineer as any claim to have received clarifications or rulings on the Regulations must be substantiated by the production, on demand, of written confirmation of such rulings. Such clarifications or ruling will be circulated to all registered Competitors for their information.
- 5.1.5 In the event of an Entrant, Driver or Competitor has in their possession at the venue something which if used would result in a breach of the Technical Regulations then a report will be made to the Clerk of the Course who may penalised as seen fit. Items include, but are not limited to, tyre warmers, tyre treatment compounds, oil additives, prohibited fuel line performance aids, non-standard ECUs, illegal parts/components, etc.
- 5.1.6 The Championship Eligibility Scrutineer and / or his nominated representatives must be given free and unrestricted access, at all times and at any location, in order to inspect, test measure or impound, any component fitted to or used in conjunction with any car registered in the Championship.
- 5.1.7 The Organisers may authorise technical modifications to the Car to allow Competitors covered by MSA Competitors Yearbook C(a) 28 to participate. Relevant details will be communicated in an Official Championship Bulletin.

5.2 General Description & Requirements

5.2.1

- a) The Championship is for Competitors participating in a multi class race, for saloon and sports coupe cars produced by any manufacturer and which comply with the Technical Regulations. Only cars complying with these Technical Regulations and any amendments to the Technical Regulations issued throughout the course of the Championship in accordance with 1.1 will be allowed to compete in any Round of the Championship.
- b) Generally, eligible vehicles will be those that were manufactured as BMW 'M3' chassis'.
- c) Applications may be made to the Technical Committee in writing, using the Championship Registration form, asking for the inclusion a car within the Championship. The application may be declined should the car proposed be out of keeping with the model list. Any application to run a car using diesel will usually result in it initially being classified in the Invitation & Open class. The decision of the Organisers to accept or to decline a cars application for inclusion in the Championship or to classify it within any class as it feels appropriate will be final.
- d) The Entrants of all accepted cars must complete (in conjunction with the Championship Eligibility Scrutineer) and be in possession of a copy of, the official Championship Vehicle Logbook for each competing car, which has been submitted to, verified and approved by the Organisers. The Logbook is issued for completion by all Competitors with their Registration Form and final acceptance of the registration will be conditional on Competitors returning the Log Book fully completed, and authorised by the Championship Eligibility Scrutineer. The Organisers may verify the information in the Vehicle Specification Sheet by any or all of the following means: - Homologation Forms, official workshop manuals, model registrar, the manufacturer or by examination of similar vehicles or components for the appropriate model.
- e) The Vehicle Logbook (detailed in 5.2.4) is mandatory and must be available to the Championship Eligibility Scrutineer at any time throughout the race weekend.

- 5.2.2 a) The following Class Structure will be used:

E36 Class: All BMW M3 E36 Models

E46 Class: All BMW M3 E46 Models

E92 Class: All BMW M3 E92 Models

Invitation Class: Certain cars at the express invitation of the Organisers only, or vehicles that do not fall instantly into other classes.

- b) It is the Entrant / Competitors responsibility to ensure that the vehicle entered complies with the regulations for the Championship, even if they are not the builder or assembler of the vehicle. All vehicles will be regularly checked for performance and the Organisers reserve the right to take any action they deem necessary to

equalise performance within any class of the Championship and their decision will be deemed as final.

- c) Any vehicle in found to be exceeding the maximum BHP/tonne for that class or otherwise being outside of the class performance criteria may be required to run additional weight or make some other adjustment to bring the vehicle back within the class band. Alternatively the car may be re- classified by the Organisers who reserve the right to place a vehicle in an appropriate class at any stage. Their decisions will be deemed as binding.

5.2.3 Technical Checking

- a) The Championship Eligibility Scrutineer / Technical Committee reserve the right to inspect, test, measure, seal or impound any component fitted to or used in conjunction with any car registered in the Championship either personally or through a nominated representative. Any cost associated with scrutineering or eligibility inspections (including but not limited to transportation, checks, inspections, rebuilds etc) will be the sole responsibility of the Entrant / Driver / team.
- b) Entrants must at all times comply with the directives of the Championship Eligibility Scrutineer and the Championship Organisers in respect of scrutineering and eligibility checking.
- c) Any component sealed by an MSA Official must remain sealed and may not be tampered with in any way. In the event of a seal needing to be broken for repair or replacement, prior to doing so the Championship Eligibility Scrutineer must be informed in writing and approve the seal being broken. Re-sealing will take place after technical checks have been made at the next race meeting.
- d) All components and parts on the vehicle that are deemed relevant to safety, performance and legality of the vehicle may be required to carry a manufacturers part number or Championship seals.
- e) All Championship seals fitted to a car and its relevant parts will be recorded by the Championship Eligibility Scrutineer in the vehicle Log Book.
- f) A Competitor may only use the car detailed on their accepted Championship Vehicle Logbook document.

5.2.4 2010 BMW CSL Cup Vehicle Logbook

- a) The Log Book is mandatory and must be available to the Championship Eligibility Scrutineer at anytime throughout the event. This Log Book is entirely the responsibility of the Entrant/Competitor including its safe-keeping and condition. All items noted within the Log Book must be signed by the Championship Eligibility Scrutineer and the Entrant / Driver.
- b) The Log Book must be presented at pre-event scrutineering and must be a true reflection of the vehicle details and must be fully completed and adhered to. Any missing Log Book or incorrect, incomplete or irregular entries will be treated as a breach of the Technical Regulations and will reported to the Clerk of the Course.

5.3 Safety Requirements

5.3.1 All regulations contained within the 2010 MSA Competitors Yearbook Safety Criteria apply as relevant unless specifically stated within these Technical Regulations. In particular the areas covered are:

1. Safety Roll-Over Structures
2. Seats, Seat Belts and Headrests
3. Fire Extinguishers
8. External Circuit Breaker.
9. Overalls
10. Crash Helmets
14. General Safety Recommendations

5.3.2 Safety Roll-Over Structures: - (C(c) 2 to 43 applies)

- a) Minimum requirements as detailed in C(c) apply.
- b) Compulsory fitment of a full cage as per Appendix 2, drawings 3 or 4
- c) Compulsory fitment of diagonal member as per Appendix 2, drawings 5 or 6.
- d) Refer to C(c) 39–41

5.3.3 Seat, Seat Belts and Seat Mounting: (C(c) 44 to 51 applies)

- a) The Drivers seat must be a racing seat with a current FIA homologation.
- b) Seat belts, with a minimum four point configuration must be worn and be correctly adjusted at all times during events: (Two shoulder straps and one lap strap, with four anchorage points on the chassis/body shell or roll over bar of the vehicle). (C(c) 45 Four Point applies.)
- c) Shoulder pads, fitted on the shoulder strap of the safety harness, are not allowed as it is compulsory to fit an FIA approved Head and Neck Support (HANS) device. The seat belts and helmet must be appropriate to the HANS device in use and Competitors are responsible for this complying with the 2010 MSA Competitors Yearbook C(c) 88.
- d) Additional seat padding is permitted to a maximum of 50mm. Any additional padding or covering placed on the seat must be fire retardant to FIA standard 8855-1999.
- e) The seat mountings shall be appropriate to the seat fitted (and complying with FIA Article 253.16) must be used.

5.3.4 Fire Extinguisher: (C(c) 52 to 66 applies)

- a) A plumbed in fire extinguisher system must be used. (C(c) App 1 Table 56 (b) applies)
- b) The fire extinguisher must not be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer. Any Competitor that is found with a disarmed fire extinguisher in Parc Fermé for whatever reason will be penalised.
- c) The following information must be clearly displayed on each fire extinguisher:

- i) Capacity
- ii) Type of extinguishant
- iii) Weight or volume of extinguishant
- iv) Verification date of extinguisher, which must be less than 2 years since the filling date or the last verification date.

5.3.5 External Circuit Breaker

An External Circuit Breaker is mandatory (C(c)75-76 applies)

5.3.6 Race Clothing: (C(c)77 to 86 applies)

- a) Fire resistant under clothing (e.g. underwear, balaclava, socks etc.) is recommended for use in the Championship.
- b) Competitors are responsible for their own crash helmet complying with the requirements of 2009 MSA Competitors Yearbook C(c) 87 to 99.
- c) It is compulsory to use an FIA approved HANS device. The helmet must be appropriate to the HANS device in use and Competitors are responsible for this complying with the 2009 MSA Competitors Yearbook C(c) 88.
- d) Cool suits maybe used but must not interfere with airflow outside the cockpit.

5.3.7 Lights

Lights detailed in 5.14.1 must be in working order throughout the entire Event.

5.3.8 Rear View Mirrors

All Cars must be equipped with a minimum of three rear view mirrors, one on each side and internal mirror(s). The internal mirror(s) do not need to be original equipment. Together these mirrors must offer the Competitor a rearward view of either side of the Car and through the rear window when properly belted into the seat wearing their complete racing apparel.

5.4 *General Technical Requirements & Exceptions*

- 5.4.1 All vehicles must comply with MSA general technical regulations and the relevant parts of Section C(b) Tech & G Tech of the 2009 MSA Competitors Yearbook unless otherwise stated herein.
- 5.4.2 Work may be carried out that constitutes normal maintenance and/or repair of the Car, including parts which are either past their serviceable life or have been damaged / broken due to on track activities, as long as none of the Seals applied by the Championship Eligibility Scrutineer are tampered with, damaged, replaced, removed or broken without prior written approval.
- 5.4.3 All hoses, pipes and associated clips / fixings are free and may be upgraded.
- 5.4.4 Fixing components on the Car such as nuts, screws, washers, lock washers, spring washers, etc. are free and may be upgraded.
- 5.4.5 The Championship Organisers reserves the right to require additional auxiliary units to be fitted (e.g. cameras, scrutineering devices etc.). When required, fitment will be mandatory.
- 5.4.6 The addition of any alternative or supplementary heat insulation and / or protection (including ceramic coatings and material treatments) to any part of to the engine, chassis,

plumbing, wiring or any mechanical component or part, is prohibited other than that of the type, shape and size fitted to the production vehicle by the manufacturer.

- 5.4.7 Samples of any fluid may be taken for testing at anytime by the Championship Eligibility Scrutineer.
- 5.4.8 All Driver / passenger airbags (SRS) must be disabled and their triggering systems may be removed.

5.5 Chassis

- 5.5.1 Only the standard chassis is permitted. The chassis must remain to the manufacturers' original specification in construction and material and may not be modified except for where the fitting of components required by these regulations necessitates modification.
- 5.5.2 The position of the front bulkhead may not be altered; neither may material be removed from them other than holes for the roll cage, control cables, wiring, hoses and fasteners.
- 5.5.3 Any chassis, which shows any signs of having been heavily reinforced, strengthened, lightened or changed for different materials in any areas, will automatically be deemed not to comply with the Technical Regulations.
- 5.5.4 Towing eyes / straps must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of G99.
- 5.5.5 No seam welding other than that carried out by the manufacturer as a production process is permitted.
- 5.5.6 Roll Cage: Open (in accordance with 5.3.2)
- 5.5.7 Suspension: Free
- 5.5.8 Bushes: Free
- 5.5.9 Adjustable Top Mounts: Free
- 5.5.10 Adjustable Rear Arms: Free
- 5.5.11 Camber: Free
- 5.5.12 Anti Roll Bars: Free
- 5.5.13 Rear Diff. Mount: Free
- 5.5.14 Fuel Tank: Free

5.6 Bodywork

- 5.6.1 a) General:
Bodywork changes detailed below are designed for model equalisation.
Replacement items must conform to the same overall design & shape as the OEM BMW items. Composites includes: Plastic, Glass Fibre, and Carbon Fibre. Additional bonnet vents are allowed.
- b) Doors must remain fully operable from inside and out.
- c) In the case of damage repair, replacement body sections may be grafted to the original shell to the manufacturer original specifications. These sections must be of original design, size, shape and specification. Replacement body panels may be from any model in the model series. This includes spoilers where supplied as original factory parts only. Temporary repairs must be made structurally and cosmetically good before the next race meeting.
- d) The front, rear and side silhouette(s) must be as standard.
- e) It is not permitted to bridge bodywork joint lines with adhesive tape except as a short term temporary repair during an event with the approval of the Championship Eligibility Scrutineer. Permanent repairs must then be carried out prior to the next event.
- f) It is permitted to remove external under seal.
- 5.6.2 **Front Bumper:** All Classes: Free, subject to 65mm Ride Height Limit.
- Rear Bumper:** All Classes: Standard BMW Size & Shape (Composite Allowed)
- Bootlid:** All Classes: Standard BMW Size & Shape (Composite Allowed)
- Bonnet:** All Classes: Standard BMW Size & Shape (Composite Allowed)
- Roof:** All Classes: Composite Item Allowed
- Doors:** All Classes: Composite Item Allowed
- Windows:** All Classes: Perspex Allowed
- Windscreen:** All Classes: Standard BMW Item Only (Laminated)
- Rear Wing:** All Classes: Open, within standard bodywork and roof dimensions.
(excl. Wing Mirrors)
- Front Splitters:** All Classes: Max 120mm Protrusion from Bumper.
- 5.6.3 Presentation:
- a) The appearance of the vehicle must, prior to entering the circuit for any qualifying or race, meet the Championship Organisers high ideals of presentation.
- b) The Championship Eligibility Scrutineer or his nominated representative will inspect all Cars and shall have the right to stop any Car that does not meet acceptable standards from entering the circuit.
- 5.6.4 The Organisers will be the sole arbiters in any dispute concerning the eligibility of aerodynamic devices. Provenance must be supplied if necessary.
- 5.6.5 Interior

- a) All additional seats, carpets, head linings and felt sound deadening material including its associated fixing materials (glue), must be removed.
- b) Replacement door linings (cards) to replace standard linings are permitted. If replacements are used they must be approved by the Championship Eligibility Scrutineer before fitment. Window control / winding and door opening mechanisms may be altered to enable the fitment of these replacement door linings.
- c) Support brackets that may create a safety hazard following removal of items detailed in 5.6.7(a) may be removed at the discretion of the Championship Eligibility Scrutineer.

5.6.8 Instruments:

- a) Additional competition instrumentation may be added to replace standard instrumentation fitted by the manufacturer.
- b) The standard dash panel must not be altered except for the removal of heater/audio equipment, but holes may be cut in order for roll cage fitment.

5.7 Engine

- 5.7.1 Induction: Free
- 5.7.2 Filter Material: Free.
- 5.7.3 Bottom End: Standard BMW Size & Manufacture.
- 5.7.4 Crank Shaft: Standard BMW Size & Manufacture.
- 5.7.5 ECU
 - a) E36 Class: Free
 - b) E46, E92 Class: Standard BMW Item
- 5.7.6 Manifold: Free
- 5.7.7 Exhaust: Free
- 5.7.8 Cat. Converter: 100 Cell Minimum
- 5.7.9 Camshafts: Free
- 5.7.10 Vanos:
 - a) E36 Class: Free to Remove
 - b) E46 Class: Must Remain
 - c) E92 Class: TBC / N.A.
- 5.7.11 Gearbox: Any standard BMW Item Allowed
- 5.7.12 Non-BMW Sequential Gearboxes may be added but will be subject to a 30KG weight penalty. This weight penalty is in addition to any success ballast accrued. This weight penalty is also subject to change throughout the season.
- 5.7.13 Rear Differential: Free
- 5.7.14 Steering Column: Free
- 5.7.15 Clutch Material: Free
- 5.7.16 Flywheel: Free
- 5.7.17 Engine Mounts: Free

5.8 Oil / Water Cooling:

- a) Additional engine oil cooling is permitted by the fitment of an aftermarket oil cooling radiator and piping. The exterior bodywork and silhouette must not be changed by the installation of additional engine cooling components.
- b) It is permitted to use anti-freeze in the engine cooling system.

5.9 Ignition Systems and Electronic Control Unit:

- a) E36 Class ECU's are free and open to change.
- b) E46 & E92 Classes must retain the standard BMW ECU. The ECU's are open to remapping.
- c) The Championship Organisers retain the right to request the fitment of data acquisition before qualifying or a race at any Championship meeting or at any Official Test day.
- d) Any manufacturers originally fitted traction control system may be retained but aftermarket fitted traction control systems are prohibited.

5.10 Ride Height: 65mm

- a) At all times, including at Official Tests Cars must conform to the minimum ride height, of 65mm to the lowest point of vehicle, excluding the exhaust system and its associated mountings, measured with the Driver seated in the vehicle
- b) Ride height will be measured on any reasonably flat surface as deemed by the Championship Eligibility Scrutineer or his nominated representative. In the event of any discrepancy the circuit designated flat patch will be used to make any final judgement. The Championship ride height roller will be available to Competitors during the event for their use.
- c) Cars will be measured with the vehicle and Competitor in the condition in which they cross the finish line or at any other time during the Event and without the removal of any solid or fluid matter including fuel. For the purpose of this regulation, event, qualifying or race is deemed to include any transfer to a place of post session scrutiny, as directed by an official.

5.11 Wheelbase

- a) The wheelbase must remain standard to the manufacturer specification.
- b) Wheel spacers are permitted.

5.12 Reverse Gear

All Cars must be equipped with a reverse gear, in normal working order. It must be selectable at anytime during the Event by the Competitor seated in his normal driving position, with the engine running.

5.13 *Electrical*

- 5.13.1 Where it is permitted to remove items of equipment, the wiring supplying / controlling that item of equipment may only be removed from the last wiring loom connector prior to the item of equipment in question.
- 5.13.2 The chassis must operate with a 12 volt electrical system at all times.
- 5.13.3 Vehicle Onboard Starter:
Engines are to be started at all times by the Vehicle Onboard Starter.
- 5.13.4 Battery:
 - a) The battery and starter motor must be capable of performing a number of repetitive starts.
 - b) The battery make is free.
 - c) The Battery position and orientation is free within MSA Regulations, (C(b)20 applies).
- 5.13.5 Charging Circuit:
 - a) Use of the 12-volt (nominal) standard alternator, as supplied is compulsory.
 - b) The Charging Circuit must be connected as supplied and operational as intended by the Manufacturer at all times whilst the Engine is running.

5.14 *Exterior Lighting*

- 5.14.1 All vehicles must have the following fitted:-
 - a) A minimum of two forward facing main headlights.
 - b) A minimum of two rear facing red tail lights.
 - c) All front and rear orange direction indicators.
 - d) A minimum of two rear facing red brake lights.
 - e) A rear facing red high intensity fog light (C(c) 69-71 applies).
- 5.14.2 Lights as detailed in 5.14.1 must be illuminated when visibility is reduced or when so instructed to do so by the Clerk of the Course.

5.15 Brakes

- 5.15.1 Front Caliper:
- a) E36 Class: 4-Piston Max.
 - b) E46 Class: 6-Piston Max.
 - c) E92 Class: 6-Piston Max.
- 5.15.2 Front Disc:
- a) E36 Class: TBC
 - b) E46 Class: 32mm Width Max, 365mm Diameter Max.
 - c) E92 Class: TBC
- 5.15.3 Rear Caliper:
- a) E36 Class: 4-Piston Max.
 - b) E46 Class: 4-Piston Max.
 - c) E92 Class: 4-Piston Max.
- 5.15.4 Rear Disc:
- a) E36 Class: TBC
 - b) E46 Class: 28mm Width Max, 343mm Diameter Max.
 - c) E92 Class: TBC
- 5.15.5 Brake Hoses: Free
- 5.15.6 Brake Duct Cooling: Free
- 5.15.7 Pedal Box: Free
- 5.15.8 Bias Valve Non-Driver Adjustable Permitted
- 5.15.9 Master Cylinder: Free
- 5.15.10 Brake Pads: Free
- 5.15.11 Handbrake removal is permitted.

5.16 Wheels & Tyres

- 5.16.1 Wheel Size
- a) E36 Class: 18"x9J Max.
 - b) E46 Class: 18"x10J Max.
 - c) E92 Class: TBC
- 5.16.2 Front Tyre Size
- a) E36 Class: Dunlop Control 235 SP Sport C98DX
 - b) E46 Class: Dunlop Control 235 SP Sport C98DX
 - c) E92 Class: TBC
- 5.16.3 Rear Tyre Size
- a) E36 Class: Dunlop Control 235 SP Sport C98DX
 - b) E46 Class: Dunlop Control 250 SP Sport C98DX
 - c) E92 Class: TBC

- 5.16.4 The control tyres for the Championship are manufactured by Dunlop. When a completed registration into the Championship is received, Dunlop will specify the size, type and part number for the tyres for the registered car. Such specification must be followed without exception.
- 5.16.5 The Championship Organisers reserve the right to nominate an alternative specification tyre if the conditions arise.
- 5.16.6 All the manufacturers' data must be clearly visible. Buffing of sidewalls to remove manufacturers' data is prohibited.
- 5.16.7 During events, it is permitted to manually scrape tyres in order to remove pick-up and debris only. The use of a hand-held heat gun is authorised for this purpose.
- 5.16.8 Except for buffing, tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material or substance (liquid, solid or gas) to any part(s) of the tyre, is therefore forbidden at all times. The only exceptions are the use of pure domestic water and household detergent for washing purposes, lubricant applied to the tyre bead for fitting purposes and nitrogen and / or compressed air of atmospheric composition to inflate the tyre.
- 5.16.9 It is not permitted to use any means to artificially alter the temperature of tyres and wheels away from ambient at anytime during any Meeting or Official Test session, other than by the natural addition of heat resulting from permitted driving on the circuit and 5.16.7 above.

5.17 Steering

- 5.17.1 **Steering Lock:**
If the vehicle is fitted with a steering lock, it should be rendered inoperative, unless the vehicle is driven to the circuit on the highway, (MSA Regulation G112 applies).
- 5.17.2 **Steering Wheel:**
Steering Wheel type is free but must have a continuous circumference rim shape, complying with MSA Regulation C(b)13 and comply with the requirements of MSA Regulation C(c)110.

5.18 Vehicle Weights

- 5.14.1 **Minimum Weights**
At all times, the vehicles weight must be in excess of:
 - a) E36 Class: 1300KG (with Driver)
 - b) E46 Class: 1300KG (with Driver)
 - c) E92 Class: TBC
 These weights are subject to change throughout the season in interests of equalisation.
- 5.14.2 Prior to the first event the vehicle in the condition in which it will be during an Event will be weighed to determine the Base weight.
- 5.14.3 The Base weight obtained in 5.14.2 may be used by the Championship Organisers to calculate the BHP / tonne figure.

- 5.14.4 The Base weight obtained in 5.14.2 shall be the minimum weight for the vehicle for the remainder of the season, unless adjusted by the Championship Organisers. Failure to respect the minimum base weight will automatically be deemed not to comply with the Technical Regulations.
- 5.14.5 The Base weight in 5.14.4 is in the condition in which the vehicle crosses the finish line or at any other time during the Event and without the removal of any solid or fluid matter including fuel. For the purpose of this regulation, event, qualifying or race is deemed to include any transfer to a place of post session scrutiny, as directed by an official.
- 5.14.6 The Championship Organisers reserve the right to award Performance Ballast to individual Competitors in an effort to equalise performance. This ballast will be awarded in increments of 20kg and must be fitted according to chassis.
- 5.14.7 Success Ballast
- a) Any vehicle may be required to carry success ballast as a performance equalisation measure. Such success ballast will be specified from by the Technical Committee based upon the performance of the car in competition. Any vehicle which fails to carry the success ballast specified by the Technical Committee will automatically be deemed not to comply with the Technical Regulations.
 - b) Championship success ballast will not be applicable for the first race of the first event of the season and where possible Competitors will be informed by bulletin of the amount of weight they must carry as a result.
 - c) There will be no accumulation of success ballast weight.
 - d) The Championship success ballast weight awarded after the final Race at any event will be effective for any practice sessions, official qualifying session and the First Race at the following event.
 - e) The Championship success ballast weight handicap will be applied as follows:
 - i) To the first three Drivers in each class of the classified finishing order at the end of the first race at each event, prior to any judicial actions, to be carried in race two
 - ii) To the first three Drivers in each class of the classified finishing order at the end of the second race at each event, prior to any judicial actions, to be carried in race three
 - iii) To the first three Drivers in each class of the Drivers Championship at the end of an event, following the conclusion of any judicial actions, to be carried in accordance with 5.14.9(d) above
 - iv) The weight to be carried will be allocated according to the following scale: -

1st:	60KG
2nd:	40KG
3rd:	20KG
 - f) The success ballast handicap is carried in addition to the Base weight of the car as defined in 5.14.2.

- g) The Championship Organisers reserves the right to review the weight handicaps at any time during the Championship.

5.19 Fuel Tank / Fuel

5.19.1 Fuel Tank

All cars must conform to the current MSA requirements as detailed in the 2009 MSA Competitors and Officials Yearbook Regulation C(c) 72-74.refers

5.19.2 Fuel

- a) Cars may utilise any type of Pump fuel (Unleaded, LPG or DERV) as defined in the Terminology Section of the 2009 MSA Competitors and Officials Yearbook
- b) The Championship Organisers reserves the right to nominate by official bulletin a designated fuel supplier.
- c) Fuel testing may be carried out at any time on the instructions of the Clerk of the Course or the Championship Eligibility Scrutineer. Any testing will be carried out in accordance with 2009 MSA Competitors and Officials Yearbook Regulation A82-90.refers.
- d) Any storage of fuel onboard the vehicle at a temperature below ambient temperature is forbidden.
- e) The use of any specific device (whether onboard or otherwise) to decrease the temperature of the fuel below the ambient temperature is forbidden.
- f) After each qualifying and race a minimum of 3 litres of fuel from the fuel cell of the competing Car must be available to Championship Eligibility Scrutineer for analysis should he so wish.

5.20 Silencing

5.20.1 All cars must conform to the current MSA requirements as detailed in the 2009 MSA Competitors and Officials Yearbook Regulations C(b) 22-24.refers.

5.20.2 The exhaust system, downstream of the manifold is free provided that 5.7.7 & 5.7.8 are respected and a catalytic converter is fitted.

5.21 Numbers & Championship Decals:

5.21.1 Positions:

Race numbers must be displayed on each side of the vehicle on the front doors, and straight on the bonnet / windscreen when stood in front of the car.

5.21.2 Primary Sponsors

All cars must carry sponsors decals as indicated by the Organisers. These will be detailed in a championship bulletin.

5.21.3 Other Nominated Suppliers

Other suppliers / sponsors decals (if any) will be available at the first event for which the car is entered. All cars must carry additional supplier / sponsor decals where indicated by the organisers.

5.21.4 Advertising

Individual competitor sponsorship on vehicles are permitted provided that no individual sponsorship logos conflict with those of the primary series sponsors. Unless provided for by the organisers, no individual graphics are permitted on transparent surfaces other than drivers name & competition number.

5.21.5 Failure to display the series sponsorship correctly may result in exclusion from the competition.

5.21.6 Competition Numbers:

E36 Class: 10-29

E46 Class: 30-49

E92 Class: 70-99

Invitation Class: 50-69

5.22 Cameras

5.22.1 Judicial CSL Cup Cameras.

All cars must carry a Championship on-board Judicial camera. Judicial Cameras will be distributed by the CSL Cup to each competitor at the beginning and must be returned at the end of each championship weekend.

5.22.2 Competitors must provide a £100 bond to secure the use of the Judicial camera for the season. This bond is refundable after the last race of the season.

5.22.3 The on-board cameras remain the property of CSL Cup LTD and will be required to be returned at the end of the race season. Competitors will be charged for repair or replacement of the cameras due to accident damage, misuse or loss at any time whilst in their possession.

5.22.4 Details of the specification, installation and operating procedures for the Judicial camera are available from CSL Cup.

5.22.5 The onus is on the competitor to ensure that this Judicial camera is switched on and recording for all races. If the judicial camera is not switched on, the Competitor / Team will incur a fine of £1000 for each and every offence.

Appendix A. 2010 BMW CSL Cup Regs (Quick Reference)

A.1 Definition

This document should be used as a basic outline of the full 2010 BMW CSL Cup regulations. These should be used as a quick reference, and not for regulations in full. Please refer to Section 5.1.1 of the CSL Cup regulations that states:

"The following technical regulations are set out in accordance with MSA specified format and it should be clearly understood that if the following texts do not clearly state that you can do it you should adopt the principle that you cannot. Therefore, anything that is not explicitly authorised and anything that is not specified either in these regulations or in any Official Championship Bulletin is therefore strictly forbidden and as a result will be regarded as a breach of these Technical Regulations and may be penalised as described in section 4.."

A.2 Bodywork

Class	E36 M3	E46 M3	E92 M3	Invitation & Open
Front Bumper	Free	Free	Free	TBC
Rear Bumper, Bootlid & Bonnet	Std. BMW Size & Shape (Composite Allowed)	Std. BMW Size & Shape (Composite Allowed)	Std. BMW Size & Shape (Composite Allowed)	TBC
Roof & Doors	Composite Allowed	Composite Allowed	Composite Allowed	TBC
Windows	Perspex Allowed	Perspex Allowed	Perspex Allowed	TBC
Windscreen	Standard BMW (Heated Allowed)	Standard BMW (Heated Allowed)	Standard BMW (Heated Allowed)	TBC
Rear Wing	Within Standard Bodywork Height & Width	Within Standard Bodywork Height & Width	Within Standard Bodywork Height & Width	TBC
Front Splitter	Max 120mm Protrusion from Bumper	Max 120mm Protrusion from Bumper	Max 120mm Protrusion from Bumper	TBC

A.3 Engine *Subject to Mid-Season Review

Class	E36 M3	E46 M3	E92 M3	Invitation & Open
Induction	Free	Free	Free	TBC
Filter Material	Free	Free	Free	TBC
Bottom End	Standard BMW	Standard BMW	Standard BMW	TBC
Crank	Standard BMW	Standard BMW	Standard BMW	TBC
ECU	Free	OEM BMW	OEM BMW	TBC
Manifold	Free	Free	Free	TBC
Exhaust	Free	Free	Free	TBC
Cats	100 Cell Min.	100 Cell Min.	100 Cell Min.	TBC
Camshafts	Free	Free	Free	TBC
Vanos	Deletion allowed	OEM BMW	N/A	TBC
Gearbox	Any BMW item allowed	Any BMW item allowed	Any BMW item allowed	TBC
Non BMW Sequential Gearbox	Allowed, subject to +30kg weight penalty.*	Allowed, subject to +30kg weight penalty.*	Allowed, subject to +30kg weight penalty.*	TBC
Rear Differential	Free	Free	Free	TBC
Steering Column	Free	Free	Free	TBC
Clutch Material	Free	Free	Free	TBC
Flywheel	Free	Free	Free	TBC

Engine Mounts	Free	Free	Free	TBC
Gearbox Mounts	Free	Free	Free	TBC

A.4 Chassis

Class	E36 M3	E46 M3	E92 M3	Invitation & Open
Suspension	Free	Free	Free	TBC
Bushes	Free	Free	Free	TBC
Adjustable Top Mounts	Free	Free	Free	TBC
Adjustable Rear Arms	Free	Free	Free	TBC
Camber	Free	Free	Free	TBC
Traction Control	Standard BMW Only	Standard BMW Only	Standard BMW Only	TBC
ARB's	Free	Free	Free	TBC
Diff. Mount	Free	Free	Free	TBC
Fuel Tank	Free	Free	Free	TBC

A.5 Brakes

Class	E36 M3	E46 M3	E92 M3	Invitation & Open
Front Caliper	4-Piston Max.	6-Piston Max.	TBC	TBC
Front Disc	TBC	32mm Width Max, 365mm Dia. Max.	TBC	TBC
Rear Caliper	4-Piston Max.	4-Piston Max.	TBC	TBC
Rear Disc	TBC	28mm Width Max, 343mm Dia. Max.	TBC	TBC
Hoses	Free	Free	Free	TBC
Brake Duct Cooling	Free	Free	Free	TBC
Pedal Box	Free	Free	Free	TBC
Bias Valve	Non-Driver Adjustable Permitted.	Non-Driver Adjustable Permitted.	Non-Driver Adjustable Permitted.	TBC
Master Cylinder	Free	Free	Free	TBC
Brake Pads	Free	Free	Free	TBC

A.6 Wheels & Tyres

Class	E36 M3	E46 M3	E92 M3	Invitation & Open
Wheel Size	18"x9J Max.	18"x9J Max.	18"x9J Max.	TBC
Front Tyre Spec.	Dunlop Control 235 SP Sport C98DX	Dunlop Control 235 SP Sport C98DX	TBC	TBC
Front Tyre Size	235/640R18	235/640R18	TBC	TBC
Rear Tyre Spec.	Dunlop Control 235 SP Sport C98DX	Dunlop Control 250 SP Sport C98DX	TBC	TBC
Rear Tyre Size	235/640R18	250/640R18	TBC	TBC

A.7 Weights

Class	E36 M3	E46 M3	E92 M3	Invitation & Open
Minimum Weight	1300KG (with Driver)	1300KG (with Driver)	TBC	TBC

Appendix B. Drivers Registration Form

Please complete in block capitals.

Name of Driver:

Address:

Postcode:

Telephone: (Day)

Telephone: (Night)

Mobile:

E-Mail:

Date of Birth:

Nationality:

Competition License #:

Competition License Grade:

BARC Membership No: (**Mandatory**)

Name of Entrant: (eg. Team)

Address of Entrant:

Postcode:

Telephone: (Day)

Telephone: (Night)

All Correspondence should be sent to:

Driver

Entrant

Car:

Model:

CC:

Class Entered:

E36 Class

E46 Class

E92 Class

Invitation

Preferred Competition Number:

(Using Sequence described in 5.21.6)

Signature of Driver:

Signature of Entrant: (If different from Driver)

To be completed by all registering applicants:

I wish to register for the 2010 BMW CSL Cup and I declare that the information given above is correct. I understand that should the above information change in anyway I will confirm details in writing to the CSL Cup LTD as detailed below.

Signed:

Date:

Once completed, this form should be returned prior to Race 1 to:

CSL Cup LTD, CO Thorney Motorsport, Dunsby Road, Redmoor, Milton Keynes, MK6 4AD.

Appendix C. Vehicle Registration Form

This form must be completed in full and have a recent / accurate photograph attached. Any unanswered or TBA answered questions will result in the return of the form.

Entrant/Driver:

Championship (Car) No:

Class Entered:

Vehicle Manufacturer:

Model:

No. of Doors:

Year of Manufacture:


Chassis No:

Engine No:

Engine Capacity:

Number of Cylinders:

Photograph:



We urge all entrants/drivers to ensure that the specification as detailed above is correct in respect of the vehicle entered, that the class is correct as of 5.2.2, and the age of the vehicle is correct as of Year of Manufacture.

Appendix D. Vehicle Logbook

The 2010 BMW CSL Cup Vehicle Logbook, as detailed in 5.2.4, is available for download from the CSL Cup website:

www.csllcup.co.uk/competitors/2010logbook.pdf

Appendix E. Livery Outline

TBC

Appendix F. Permitted Vehicles / Guide Lap Times

TBC