



2022 Kumho BMW Championship



Organised by:
The British Automobile Racing Club
Thruxton Circuit, Andover, Hampshire, SP11 8PN

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1. SPORTING REGULATIONS – GENERAL	4
1.1 Title & Jurisdiction:	4
1.2 Officials:	4
1.3 Competitor Eligibility:	4
1.4 Registration:	5
1.5 Championship Events:	5
1.6 Scoring:	5
1.7 Awards:	6
2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES	7
2.1 Entries:	7
2.2 Briefings:	7
2.3 Qualification Practice:	7
2.4 Races:	7
2.5 Starts:	7
2.6 Session Red Flag:	8
2.7 Pits, Paddock & Pitlane Safety:	8
2.8 Race Finishes:	8
2.9 Results:	8
2.10 Timing Modules:	8
2.11 Qualification Races:	8
2.12 Operation of Safety Car:	9
2.13 Onboard Cameras:	9
3. SPECIFIC CHAMPIONSHIP REGULATIONS	10
4. PENALTIES	11
5. TECHNICAL REGULATIONS	12
5.1 Introduction:	12
5.2 General Description:	12
5.3 Safety Requirements:	13
5.4 General Technical Requirements & Exceptions:	14
5.5 Chassis:	14
5.6 Bodywork:	14
5.7 Engine	14
5.8 Engine:	15
5.9 Transmissions:	15
5.10 Electrics:	16
5.11 Brakes:	16
5.12 Wheels/Steering:	16
5.13 Tyres:	16
5.14 Weights:	18
5.15 Fuel Tank/Fuel:	18
5.16 Silencing:	18
5.17 Numbers/Decals:	18
5.18 Miscellaneous:	18
6. APPENDICES	19
6.1 Race Organising Clubs And Contacts:	19
6.2 Commercial Undertakings:	19
6.3 Driving Standards	19
6.4 Technical Scrutineering	20

- 7. TECHNICAL REGULATIONS FOR MINIS..... 21**
 - 7.1 Engine: 21
 - 7.2 Power to weight 21
 - 7.3 Brakes 21
 - 7.4 Suspension..... 21
 - 7.5 Exhausts..... 21
 - 7.6 Transmission..... 21
 - 7.7 Exterior 21
 - 7.8 Wheels & Tyres..... 21
 - 7.9 Points..... 22
 - 7.10 Technical Scrutineering 22
- 8. REGISTRATION FORM 23**
- 9. SPECIFICATION SHEET FOR VEHICLE..... 24**
- 10. APPENDICES 25**

BARC Championships support Motorsport UK and the Race With Respect campaign. By registering to compete you agree to respect the code of conduct. This way everyone can race in a safe, welcoming and fair environment. #RaceWithRespect



1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The **2022** KUMHO BMW CHAMPIONSHIP is organised by the British Automobile Racing Club Ltd (BARC) and administered on their behalf by the BMW Racing Drivers Club in accordance with the General Regulations of the Motorsport UK Association Limited (incorporation the provision of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

Motorsport UK Championship Permit No:	CH2022/R040 (C)
Race Status:	Interclub
Motorsport UK Championship Grade:	Grade C

1.2 OFFICIALS:

1.2.1 Co-ordinator:	David Wheadon
1.2.2 Licensed Eligibility Scrutineer:	Darryl Drinkwater
1.2.3 Championship Stewards:	Dale Wells Dennis Carter Pat Blakeney Guy Woodward

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

Any three of the Championship Stewards may sit to make a decision. In accordance with G2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under G2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under W2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Championship Clerk of the Course:	N/A
1.2.5 Championship Drivers Representative:	Trevor Ford

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be current members of the BARC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current racing members of the BARC and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition Race Club status Licence, as a minimum or
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2. and FIA ISC Article 2.3.7.b applies).

- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their 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.

- (f) Agree to abide by the Motorsport UK Race With Respect campaign at all times to promote a safe, enjoyable and fair environment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

1.4 REGISTRATION:

1.4.1 All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the closing date for entries for the first round being entered.

1.4.2 The Registration Fee is **£125.00** and should be made payable to 'BMW Racing Drivers Club'

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

1.4.4 At the discretion of the BARC and the Championship Organisers, guest/celebrity & invitation drivers may be permitted or engaged to drive in certain championship races. Such drivers will not score championship points and need not comply with the membership requirements of regulation 1.3.2. In the case of a guest/celebrity driver, the vehicle must still comply with relevant class regulations in respect of power and weight. The Invitational class has a set fee of **£420.00** per entry and a £40.00 BARC weekend membership. No registration fee is payable for invitational class entries.

1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over 12 Rounds as follows:

ROUNDS	DATE	VENUE	CLUB
1 / 2	26 th /27 th March	Silverstone (Int)	BARC
3 / 4	17 th April	Brands Hatch Indy	BARC
5 / 6	14 th /15 th May	Snetterton 300	BARC
7 / 8	4 th /5 th June	Silverstone Nat	BARC
9 / 10	9 th /10 th July	Snetterton 300	BARC
11/ 12	14 th August	Donington Park	BARC
13/ 14	15 th October	Oulton Park	BARC

1.5.1 In accordance with Motorsport UK regulation D11.2 & Q.7.11. 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 SCORING:

1.6.1 Points will be awarded to Competitors listed as starters or classified finishers who have entered into the round in the Final Results as follows:

In each class with 2 or more competitors: 20,18,16,15,14,13,12,11,10,9,8,7,6, all other finishers 5 & DNF 3.

In each class with 1 competitor: 10 & DNF 3.

Invitation drivers or any competitors who are disqualified from the race will not be awarded point towards overall championship. Disqualified competitors will be classed as a starters.

1.6.2 The totals from all qualifying Events run will determine final Championship points and positions. Should a Competitor drive in more than one class across the season, only the points from the class in which they amassed the highest score will be used to determine the final Championship points and position.

- 1.6.3 Ties shall be resolved using the formula in W1.3.4, in the current Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full-points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and:
- a) will be deemed "Guest Competitors"
 - b) will not score points and for the purpose of points scoring will be ignored.
 - c) will be allowed to take their place on the podium and qualify for any Event awards.
 - d) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.

1.7 AWARDS:

1.7.1 All awards are to be provided by the Organisers.

1.7.2 **Per Event: The organising club will present an award to the overall race winner.**

1.7.3 Championship: A trophy will be awarded to the overall Championship winner.

1.7.4 Presentations:

Awards will be presented at the end of each Event and/or at the end of the Championship at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.5 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.

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 awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & 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 Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies.
- 2.1.4 The Entry Fee for each event shall be 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 should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (Motorsport UK Regulations Q.12.9.7).

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Q.12.15) in addition article 1.6.4 above applies.

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Standing start, unless stated otherwise in Final Instructions. The countdown procedure and audible warning sequence prior to the start of the race shall be:

SIGNAL	INSTRUCTION
1 Minute	Start engines and clear the grid
30 Seconds	Be prepared for start of the Green Flag Lap
Green Flag	Complete one lap and reform in grid positions
5 Seconds	The grid is complete, prepare for start
The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later	
Red Lights Off	Race Start

- 2.5.3 Any car removed from the grid 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 later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation Q.12.11.2. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but 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 of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact.
- 2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

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 Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This may be supplemented by the showing of red lights 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.

2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.

2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q.12.16.

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. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.

2.7.3 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 all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence

2.7.4 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.5 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- a) progressively and safely slow down
- b) remain behind any competitors ahead of them,
- c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
- d) comply with any directions given by Marshals or Officials,
- e) keep their helmets on and harnesses done up while on the circuit or in the pit lane,
- f) place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy.
- g) Attend any podium presentation that may be required.

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures (Motorsport UK regulation D26.3).

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with Q.12.8.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which will be published in Final Instructions for the event.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS:

Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1. Where it is planned to hold two Championship races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race. Non-finishers from the first race are entitled to start race 2 from the back of the grid, without penalty and in reverse order of retirement.
- 3.1.2 The standard minimum scheduled distance shall be 15 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points scoring round.
- 3.1.3 A driver may only race the car in which he/she set a Qualifying time no replacement cars are permitted.
- 3.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.2 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).
 - 3.2.1. 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.
 - 3.2.2. 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 by selecting Policies and Guidelines.

4. PENALTIES

All penalties will be in accordance with Section C of the current Motorsport UK Yearbook and these Regulations.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1 (c). However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1 (c) need not be implemented.

4.2 All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the General Regulations of the Motorsport UK.

4.3 Additional specific Championship penalties:

4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.

4.3.2 Breaches of 2.7.5 will usually be dealt with by a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a “drive through” penalty during races.

4.3.3 Any Competitor disqualified from the results of an Event will not be allowed to count the score as part of any dropped scores.

4.3.4 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £1,045 (in accordance with Motorsport UK Yearbook Appendix 1, 13.6) or disqualification from part or all of the Championship.

4.3.5 The Clerk of the Course may impose a “Stop / Go” or “Drive through” penalty for a breach of regulations, in accordance with Q.12.26.

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 that you can do it, you should work on the principle that you cannot. The Championship is intended to provide close racing between drivers and not a technical challenge for preparation experts. If you are contemplating any modifications about which you are unsure, you can call upon the Eligibility Scrutineer for a decision. Any model BMW not listed in the regulations must refer to Trevor Ford (see section 6.1 for contact details).

5.1.2 Technical Advisors board for the Organisers will advise and assist the Eligibility Scrutineer.

5.2 GENERAL DESCRIPTION:

5.2.1 The Championship will run 5 classes and 1 invitational class.

Class A:

Up to 265 bhp per tonne. Slicks, treaded & wets to be used. Minimum weight 1200kgs.

Class B:

Up to 230 bhp per tonne. Slicks, treaded & wets to be used. Minimum weight 1200kgs.

Class C:

Up to 215 bhp per tonne. Slicks, treaded & wets to be used. Minimum weight 1150kgs.

Class D:

Up to 165 bhp per tonne. Treaded & wets to be used. Minimum weight 1100kgs.

Class E:

MINI Supercharge & Turbo: Up to 165 bhp per tonne. Treaded & wets 17"tyres to be used. (As per MINI 2022 regulations).

Class Invitation:

Any BMW at the discretion of the BMWRDC. Slicks, Treaded & wets can be used. Max of 6 races per season.

5.2.2 POWER TO WEIGHT – PER CLASS:

The following table shows the minimum weight for a car in a specific class with “at the wheels” BHP. All competitors will be required to have their vehicles tested on the championship nominated rolling road to record the “at the wheels” BHP.

JamSport will be providing the usage of their rolling road which is situated at their workshop in Northampton.

To book in for a Rolling Road Session, please contact Ben Hayes @ JamSport directly via the following information:

JamSport. 2 Lower Farm Road, Northampton. NN3 6XF. Phone: 01604 755529 Email: racing@jam-sport.co.uk

If the power and weight combination does not conform with the set power to minimum weight ratio for this class, the car is in breach of the regulations, this will be fully reported to the Championship BARC Eligibility Scrutineer & Clerk of the Course.

Any variance from the power to minimum weight ratio figures used in the regulations will cause the car to be technically ineligible and penalties will be applied accordingly.

All drivers must provide the result of the rolling road test and the weight of the car to Trevor Ford at the Championship Organisers by completing and returning the Specification Sheet for the vehicle which can be found at the back for the regulations, prior to attending their first race meeting and must be weighed accordingly.

Any changes to the race car throughout the season, it is the driver’s responsibility to inform the Eligibility Scrutineer in writing.

5.2.3 Power Loggers / Accelerator Monitors – Compulsory determination of engine power

All power figures above refer to horsepower measured at the road wheels. Power will be measured using the Kumho BMW Championship Power Loggers / Accelerator Monitors which will be operated in accordance with the equipment manufactures specification & operating instructions. This unit measures during the qualification and races the applied power at the wheels.

If there is reason to doubt the correctness of placement in a particular class based on the results achieved and the lap times in particular, Eligibility Scrutineer & the Organisers Technical Advisors can check the stated power and minimum weight of any car after the end of qualifying session or race by downloading the data from the Power Loggers / Accelerator Monitors. The driver must co-operate with the power check without any reservation. Competitors should be aware that it is their entire responsibility to ensure that the vehicle complies with the relevant power to weight ratio at all times.

The data received via the Power Loggers / Accelerator Monitors is the only data used to check compliance with the regulations using the data supplied by the drivers from rolling road as mention above (JamSport).

The power logger must be pre-wired with a positive and negative lead and be operated by the ignitions master switch prior to the first race meeting, in order for the Organisers to fit the logger to the race car at anytime.

If the power and weight combination does not tally with the set power/weight ratio for this division the car is in breach of the regulations, this will be duly reported to the Championship BARC Eligibility Scrutineer & Clerk of the Course.

Any variance from the power to weight ratio figures used in the regulations will cause the car to be technically ineligible and penalties will be applied accordingly.

5.2.4 SCALES:

To establish the minimum car weight, nominated 'Scales of the day' will be selected by the Eligibility Scrutineer.

The nominated 'Scales of the day' will either be the circuit's own weighbridge which will be considered to be 100% accurate or the Championship scales, which will have a tolerance of +/- 5kg.

5.2.5 ENFORCEMENT OF REGULATIONS:

The Championship Eligibility Scrutineer, liaising with the Organisers Technical Advisor, will apply the regulation in every material respect and non-compliance for any reason will lead to disqualification from the qualifying / race and put at the back of the grid. The non-compliant penalty will be agreed by the Championship Eligibility Scrutineer, Clerk of the course and the Organisers Technical Advisors. Please note anything else outside our regulations, without prior notice to the Eligibility Scrutineer will be treated accordingly.

A car found to be ineligible for the championship must race only in the invitation class and no points scored until the vehicle conforms to the regulations.

5.3 SAFETY REQUIREMENTS:

The following Articles of Motorsport UK Section K Safety Criteria Regulations will apply:

K1.6.1, K2.1.2 (minimum), K3.1, K6, K8, K9 & K13.

5.3.1 CLUB SAFETY CAMERAS

The club will allocate a safety camera to allotted cars if required. These cameras will be solely used for monitoring driving & safety standards to include any decisional purposes as required.

5.3.2 SAFETY HARNESES:

In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment. In accordance with [Q.13.10.2](#)

5.3.3 SEATS:

It is strongly recommended that seats have side wings or side head restraints to take account of lateral forces.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All vehicles must comply with the relevant sections of the Motorsport UK Yearbook Sections J & Q.

5.5 CHASSIS:

ALL CLASSES: Strengthening of the Chassis in the interest of Safety is recommended, Reducing the chassis strength by removing weight is prohibited. The Chassis is defined as manufacturers body shell, wings, doors, roof and panels with exception to:

5.5.1 ALL CLASSES: Raising front inner wings on E30 M3

5.5.2 ALL CLASSES: The boot floor may be modified to ease the fitment of fuel tanks and exhaust systems

5.5.3 ALL CLASSES: Wheel arches maybe locally modified / reformed to ease the fitment of largerwheels and tyres

5.5.4 ALL CLASSES: The front bulkhead must comply with the blue book

5.5.5 ALL CLASSES: May use GRP, Carbon and fiberglass front wings, bonnets, roofs, doors and boot lids

5.6 BODYWORK

Aero kits, bodykits and windows

- 1) Front undertrays are permitted provided they do not extend further back than the front cross member
- 2) Front splitter extend forward 100mm. refer to the Motorsport UK Yearbook
- 3) No rear diffusers
- 4) Underside bodyshell contours must remain as production, no aero devices are permitted on the underside of the body, except for front under trays
- 5) Rear spoilers are free, refer to the Motorsport UK Yearbook for positioning
- 6) Cars must use standard suspension pickup points.
- 7) All bodykits allowed to a maximum width of 1900mm

5.6.1 ALL CLASSES: Fibreglass front wings and doors are permitted.

EXTERIOR: All classes: Manufacturers original or aftermarket copy of original or any recognised on any particular model is allowed for that model. Competitors should receive the organiser's written approval before fitting any body-kit other than the manufacturers. Clear Perspex windows are allowed in the side windows and rear windows only and must be installed to the Organisers satisfaction. Fibreglass front wings are allowed on E30 M3 cars.

WINDOWS: All classes: Must conform to Motorsport UK Regulation J5.20.8

SILHOUETTE: The standard silhouette in all elevations must not be altered after Wings, Doors, Boot, Bonnet and Bumpers are removed.

GROUND CLEARANCE: All classes: No cars are permitted to have skirts or intermediary devices bridging the gap between the underside of the chassis or bodywork and the ground, and must retain a minimum ground clearance of 6cm.

5.7 ENGINE

5.7.1 PERMITTED MODIFICATIONS

ALL CLASSES: Value Gear, Camshafts and Pistons are Free. With the provisions that the above is adhered to, engine modifications are unrestricted except as shown in 5.7.2

5.7.2 PROHIBITED MODIFICATIONS: ALL CLASSES

No Stroker Cranks

Dry sump lubrication is prohibited.

LOCATION: ALL CLASSES

The engine location, its mounting position and locating points, must remain as specified for the particular model entered in the championship.

5.7.3 OIL/WATER COOLING: ALL CLASSES

The fitting of an oil cooler and modification of the cooling system is permitted.

5.7.4 INDUCTION SYSTEMS: ALL CLASSES

Induction system is competitor choice. The use of super chargers or turbo chargers where specified as original equipment may be used.

5.7.5 EXHAUST SYSTEMS: ALL CLASSES

Exhaust systems must comply with the silencing regulation as laid down in the Motorsport UK Yearbook. All exhausts and exhausts manifold are free and catalytic converter can be removed.

5.7.6 IGNITION SYSTEMS: ALL CLASSES

The types of ignition systems used are down to the choice of the competitor.

5.7.7 FUEL DELIVERY SYSTEM: ALL CLASSES

The fuel delivery system is of competitor choice.

5.7.8 All race cars must be weighed after you have qualified regardless of laps completed. Any race car found to be under weight beyond the tolerance of the scales of day, a non compliant will be issued by the Scrutineer and a penalty applied. The penalty will be disqualification from the qualifying / race and put at the back of the grid for their next race. Only the driver is permitted to enter Parc Ferme & weight bridge post qualifying and post-race.

5.8 ENGINE:

5.8.1 Suspension components are interchangeable. From one model to another as long as the pick-up points remain the same. Original subframe locations is the mounting where the suspension pick-up point is on the Chassis

5.8.2 PERMITTED MODIFICATIONS: ALL CLASSES

Modification to the suspension is subject to the following conditions:

The spring and damper configuration and all of the original mounting points must be retained and used in the operation of the suspension for that particular model except that coil over dampers may be used on the rear. The replacement of bushes by adjustable spherical bearings is permitted

5.8.3 ALL CLASSES: Diff cradle camber arm location point can be lowered on E36 and E46 models

5.8.4 WHEELBASE: ALL CLASSES

Wheelbase must remain as per manufacturer's original specification for that particular model. Measurements will be taken by the hub.

5.9 TRANSMISSIONS:

5.9.1 PERMITTED MODIFICATIONS: ALL CLASSES

Gearboxes may be swapped from model to model. Mounting and Location points must be used as intended by the manufacturer.

Auto gearbox can only be used at the discretion of the BMW Racing Drivers Club. Clutches and flywheels are free.

5.9.2 PROHIBITED MODIFICATIONS: ALL CLASSES

The fitting of sequential gearboxes to vehicles in which they were not originally available.

The use of non-BMW parts and/or ratios, which did not appear in the production version of the gearbox in question. Re-location of the gearbox or final drive from its original position as specified by the manufacturer for that particular model. The fitting, or use of traction control and/or launch control systems are prohibited unless fitted as standard on the original vehicle

5.9.3 TRANSMISSION

FINAL DRIVE RATIOS: ALL CLASSES

Only casings and ratios found in original production BMW models can be used.

5.9.4 ECU / Engine Management / Data Acquisition

The Championship Eligibility Scrutineer reserves the right to remove the ECU from the Car for inspection at anytime. Also, ECU's may be impounded at anytime by the Championship Eligibility Scrutineer or his nominated representative for inspection at a later date.

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.

5.10 ELECTRICS:

ALL CLASSES:

5.10.1 EXTERIOR LIGHTING:

All classes will have fully operational headlights, tail lights, and brake lights which conform to the original construction and use regulations as obtained by the manufacturer.

5.10.2 REAR FOG LIGHTS:

All classes will have fully operational fog lights as laid down in the manufacturers construction and use regulations. (in the case of the vehicle only having one fog light, then this must be in the centreline, if the vehicle is to run the fog lights in the std location, then their needs to be a pair)

5.10.3 BATTERIES:

In all classes the battery location and type is free provided that its type and location conforms to section J5.14 of the Motorsport UK Yearbook

5.10.4 GENERATORS:

The alternator must remain within the engine compartment and must remain fully operational at all times

5.11 BRAKES:

5.11.1 PERMITTED MODIFICATIONS: ALL CLASSES

All braking components are competitor's choice.

The fitting of Aeroquip brake pipes and removal of the back plates is permitted.

5.11.2 PROHIBITED MODIFICATIONS:

All items must still conform to the construction and use regulations as laid down and obtained by the manufacturer. Composite/ceramic brake disc materials are prohibited.

5.11.3 All race cars must have operational handbrake which can either be mechanical or hydraulic system.

5.12 WHEELS/STEERING:

5.12.1 PERMITTED OPTIONS

Wheel diameter – ALL CLASSES:

Maximum size of 18" diameter and minimum size of 15".

High ratio steering racks may be fitted with in a BMW manufactured casing.

Power steering pumps and equipment may be removed

Electric power steering is allowed

5.12.2 PROHIBITED OPTIONS ALL CLASSES:

All steering components and internals will be of BMW manufacture except for permitted options as shown in 5.12.1.

5.13 TYRES:

5.13.1 SPECIFICATIONS:

Class A & B & C only

Kumho S700 Slick, Kumho Wet W700 and Kumho Treaded Ecsta V700 (Compound K91).

Class D only

Kumho Treaded Ecsta V700 (Compound K91) and Kumho Wet W700.

It is the sole responsibility of the competitor to judge whether the track is wet enough to use Wet/Treaded tyres on one or both axles.

All new Kumho Tyres will be branded by Mr Tyre Motorsport

Class E (MINIs)

Treaded & wets 17" tyres to be used by W700 only & V700 K91.

5.13.2 NOMINATED MANUFACTURER:

All Kumho tyres to be purchase from Dan Jeffs @ Mr Tyre Motorsport

Mr Tyre Motorsport
Unit 1, Apex Centre
Lovell
Tamworth, B79 7TA

Tel: 01827 211 021 or 0121 551 2131

E: sales@mrtymotorsport.com

W: www.mrtymotorsport.com

KUMHO BMW RDC - TYRE FITMENT BY CLASS							
CLASS	DRY/WET	TYRE SIZE/TYPE - COMPOUND	DIAMETER	SECTION WIDTH	TREAD WIDTH	OPTIMUM RIM	RIM LIMITS
Class A, B & C only	DRY	215/615 R17 S700 - K80	612mm	232mm	220mm	8.0"	7.5" - 9.0"
	WET	215/615 R17 W700 - K22	616mm	232mm	215mm	8.0"	7.5" - 9.0"
	DRY	245/645 R18 S700 - K80	643mm	254mm	245mm	9.5"	9.0" - 10.5"
	WET	225/635 R18 W700 - K22	635mm	240mm	234mm	9.0"	8.0" - 9.5"
	DRY	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
	WET	215/615 R17 W700 - K22	616mm	232mm	215mm	8.0"	7.5" - 9.0"
	DRY	245/35 R18 V70A - K91	624mm	251mm	234mm	8.5"	8.0" - 9.5"
	WET	225/635 R18 W700 - K22	635mm	240mm	234mm	9.0"	8.0" - 9.5"
	DRY	215/615 R17 S700- K80	612mm	232mm	220mm	8.0"	7.5" - 9.0"
	WET	215/615 R17 W700 - K22	616mm	232mm	215mm	8.0"	7.5" - 9.0"
Class D	DRY	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
	DRY	245/40 R17 V70A - K91	624mm	252mm	234mm	8.5"	8.0" - 9.5"
	WET	215/615 R17 W700 - K22	616mm	232mm	215mm	8.0"	7.5" - 9.0"
	DRY	245/35 R18 V70A - K91	624mm	251mm	234mm	8.5"	8.0" - 9.5"
	WET	225/635 R18 W700 - K22	635mm	240mm	234mm	9.0"	8.0" - 9.5"
	DRY	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
	WET	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
	DRY	205/50 R17 V70A - K91	583mm	207mm	186mm	6.5"	6.0" - 8.0"
	WET	205/50 R17 V70A - K91	583mm	207mm	186mm	6.5"	6.0" - 8.0"
	DRY	225/45 R17 V70A - K91	628mm	224mm	207mm	7.5"	7.0" - 8.5"
	WET	225/45 R17 W700 - K22	628mm	224mm	207mm	7.5"	7.0" - 8.5"

- 5.13.3 It is not permitted to alter the pattern of the control tyres by cutting.
- 5.13.4 Tyres must not be worn below the wear markers of 1.6mm. If the tyres are used during qualifying and/or races that are worn below the wear markers the race car will be deemed ineligible.

5.14 WEIGHTS:

Weight is defined as the whole vehicle, with the driver in full racing kit, at the end of each qualification/ race entered. All race cars must be weighed after you have qualified regardless of laps completed. If any race car is underweight, a non compliant will be issued by the Scrutineer. Any race car found to be under weight beyond the tolerance of the scales of day, a non compliant will be issued by the Scrutineer and a penalty applied. The weighbridge of the day will either be the circuit weighbridge which will be considered to be 100% accurate or the Championship scales which will have a tolerance of +/- 5kg. The penalty will be disqualification from the qualifying / race and put at the back of the grid.

- 5.14.1 The Championship Organisers will issue confirmation of the race car minimum weight for the forthcoming season. This will be in the log book for race car start of the season but will change throughout the race meetings.
- 5.14.2 Only the driver in Parc Fermé & weight bridge post qualifying and post race.

5.15 FUEL TANK/FUEL:

- 5.15.1 ALL CLASSES – Fuel tank size and type is of competitor choice but must conform to regulations contained in the Motorsport UK Yearbook.
- 5.15.2 ALL CLASSES - Where a replacement tank is fitted it must be mounted in the boot and the original must be removed, at all times it must conform to the regulations in the Motorsport UK Yearbook
- 5.15.3 ALL CLASSES - Regular pump fuel as defined in Motorsport UK Yearbook B.

5.16 SILENCING:

All classes must comply with Motorsport UK Yearbook J5.17 and with the restrictions laid down in the Road Traffic Act.

5.17 NUMBERS/DECALS:

- 5.17.1 To be eligible to compete in a Championship race and obtain points, it is mandatory to display (subject to availability):
- 1) BARC Shield on each side of the vehicle
 - 2) All Sponsor's decals (as instructed by the Championship Co-ordinator)
 - 3) Class identifier alongside the competition number. (These will be supplied by the Organisers)
 - 4) Rear Screen Sponsor Decals
- 5.17.2 Number will be supplied by Championship Organisers and will be on the side windows, not on the doors. Championship decals will be supplied by the Title sponsor, tyre supplier and/or any other sponsor and/or the organisers.

5.18 MISCELLANEOUS:

The eligibility scrutineer/organisers reserve the right to inspect any vehicle at any time, this will be carried out in the scrutineering bay. They also reserve the right within the general regulations of the Motorsport UK Yearbook to strip or seal any part or parts of a vehicle. The competitor will bear all cost of such an inspection. If the vehicle is found to be outside the regulations for the class entered it will lead to **disqualification** from the results of that event and the loss of Championship points scored to that date, the eligibility scrutineer/organisers reserve the right to report any such competitor to the Motorsport UK.

- 5.18.2 The eligibility Scrutineer/organisers reserve the right at any time to subject a car to an official test to check engine power. The same right will exist to measure the weight of the car. Failure to comply at the time of request will render the competitor to loss of their 2 highest points scoring rounds to the date of the refusal.
- 5.18.3 It is the competitor's 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.
- 5.18.4 Competitors who wish to change their class will only be permitted to do this once in each championship year. Having changed, no change back or to any other class is allowed.

6. APPENDICES

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by Motorsport UK. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the Motorsport UK / MSC.

6.1 RACE ORGAISING CLUBS AND CONTACTS:

BARC, Thruxton Circuit, Andover, Hampshire. SP11 8PN

Tel: 01264 882200

Fax: 01264 882233

E-mail: competitions@barc.net

Championship Co-Ordinator:

Name: John Hutchison

Tel: 01264 882205

Email: jhutchison@barc.net

Eligibility Scrutineer:

Name: Darryl Drinkwater

Tel: 07737 190591

Email: darryldw@mail.com

Drivers Representative:

Name: Trevor Ford

Address: 23 Weston Avenue, West Molesey, Surrey, KT8 1RG

Mob: 07710 493953 (No calls after 22:00)

Email: trevor-bmwrdc@hotmail.co.uk

6.2 COMMERCIAL UNDERTAKINGS:

6.2.1 All drivers are required to be members of the BMW Racing Drivers Club (unless in Invitation Class).

6.2.2 Trade Support Vehicle Decals:

Any competitor who is proposing to carry vehicle sponsor advertising which may be deemed to be in conflict with the main Championship Sponsor/s must first seek the approval of the BARC Championship Co-ordinator prior to the appearance of the vehicle at its first meeting of the season.

Any decision that is made by the BARC Championship co-ordinator in this respect shall be at his/her discretion and shall be final.

6.2.3 Any competitor who is subsequently found to be in breach of 6.2.1 shall immediately forfeit any Championship points or prize money that may otherwise have been won until the situation is rectified to the satisfaction of the BARC Co-ordinator.

6.2.4 Overall Patches: As instructed by Championship Co-ordinator

6.2.5 Should a competitor bring the Championship into disrepute, their membership of the BMW Racing Drivers Club and their entry into the Championship will be suspended.

6.3 DRIVING STANDARDS

The organisers are determined to see that these regulations are enforced. Carl Ford is retained to act as a Driving Standards Advisors (DSA) on behalf of the organisers. He may also be supplemented by others from time to time. They will be working with meeting organisers and will investigate all on track incidents, whether triggered by judicial action initiated by the Clerk of the Course, by competitor complaint, or by their own observation notwithstanding that the Clerk of the Course may already have imposed a penalty under Motorsport UK Regulations. The organisers DSA's are empowered to call a competitor to investigate any incident and may supplement their own investigations by the use of track Observers reports, where available and deemed appropriate by the Clerk of the Course, at the event in question. They are empowered to apply penalties in three categories.

1. Driving in a manner which is considered careless by the DSA - to be penalised by written warning. Two written warnings in six meetings will cause a yellow card to be issued.
2. Driving in a manner which is considered reckless by the DSA - to be penalised by the issuing of a yellow card. Two yellow cards in six meetings will cause a red card to be issued.
3. Driving in a manner, which is considered dangerous by the DSA - to be penalised by the issuing of a red card.
4. Refusal to co-operate with the DSA will result in the issuing of a red card
5. A red card will cause the suspension of membership for a period of two race meetings, which will both count as points scoring rounds with zero points score.
6. The issuing of two red cards in one season will result in the suspension of membership for the remainder of the season.
7. Each penalty will have a shelf life of six races from the date that the penalty is applied. After this period, the penalty will not be used for the purposes of totting up.
8. Suspension of membership will mean that the competitor is ineligible to compete in the championship during the period of suspension.

Any driver who receives points on their licence from the Clerk of the Course will have the same number of points deducted from their championship tally even if this results in a minus score. The Clerk of the Course decision is final and no exceptions to this rule will be made. The organisers will also issue a yellow card to the driver.

6.4 TECHNICAL SCRUTINEERING

The organisers are determined to see that technical regulations are enforced. If you are asked to make changes to your vehicle, it will be to ensure that it complies with the technical regulations as written. Failure to comply with an order to make changes will cause the suspension of membership for a period of one race meeting that will count as a points scoring round with a zero points score. Do not expect to race if your vehicle is in breach of the technical regulations of this championship.

We will nominate people to work with the Motorsport UK Eligibility Scrutineer at the meetings. They are available for assistance with interpretation of the regulations and have the absolute right to inspect any competing vehicle. Please assist them with their duties. Any refusal will be deemed to be a breach of regulations and will cause the suspension of membership for a period of one race meeting which will count as a points scoring round with a zero points score.

The penalty will be disqualification from the qualifying / race and put at the back of the grid for their next race.

7. TECHNICAL REGULATIONS FOR MINIS

Specific regulations for MINI Classes – Supercharge Class (Mini SC) & Mini Turbo Class (MINI T)

7.1 ENGINE:

The engine must be the original production engine that was fitted to the model of Mini from the factory. Internals are free.

Cylinder head porting is permitted

Removal of material from cylinder bore is permitted

Turbos and superchargers are free

Filtration system is free

Ignition and fuel systems are free

7.2 POWER TO WEIGHT

Power and torque will be measured from the wheels

Wheels horse power limit – 165 WHP/BHP per tonne

Wheel Torque limit – 230 NM per tonne

All competitors must have their car power tested before the first round of the season at the approved dyno venue (see regulation 5.2.2)

The power and torque must not be able to be adjusted by switches, buttons or other control methods.

A power logger loom and fitting kit must be fitted before going on track at the first round. Kit available from BMW RDC

7.3 BRAKES

Front & rear brake systems are free

Friction compounds are free

Brake cooling ducts and ducting are permitted

7.4 SUSPENSION

Suspension kits are free with up to 2 way adjustments. 3 way or more adjustments are prohibited

Aftermarket mounts and poly bushes are permitted

7.5 EXHAUSTS

A catalytic converter must be fitted

Silencers are free, but must comply with noise requirements

7.6 TRANSMISSION

Genuine MINI gearboxes must be fitted

Sequential gearboxes are prohibited

Aftermarket differentials are permitted including limited slip diffs

Short shifts kits are permitted

7.7 EXTERIOR

Headlights may be removed and replaced with blanking covers

Front fog lights may be removed for ducting & cooling (side lights must remain in accordance with Motorsport Yearbook J.5.14.3)

Rear diffusers are permitted

Under body floor trays & aero devices are permitted

7.8 WHEELS & TYRES

Wheels must be 17" in diameter

Wheel width is free

Tyres Kumho Treaded Ecsta V700 K91 (hard) compound,

Kumho Wet W700 only

Tyre size is free

It is permitted to fit treaded tyres on 1 axle & wet tyres on the other axle. It is prohibited to fit Wet & treaded tyres on the same axle

A maximum of 2 new treaded (dry weather) tyres are permitted per event. On the first round competitors can nominate any 8 Kumho treaded tyres new or used.

No limit on wet tyres

Tyres available from Mr Tyre Motorsport 01827 211021

7.9 POINTS

Championship point will be awarded separately for each class & overall

7.10 TECHNICAL SCRUTINEERING

BMWRDC are determined to see that technical regulations are enforced. If you are asked to make changes to your vehicle, it will be to ensure that it complies with the technical regulations as written. Failure to comply with an order to make changes will cause the suspension of membership from BMWRDC for a period of one race meeting that will count as a points scoring round with a zero points score. Do not expect to race if your vehicle is in breach of the technical regulations of this championship.

We will nominate people to work with the Motorsport UK Eligibility Scrutineer at the meetings. They are available for assistance with interpretation of the regulations and have the absolute right to inspect any competing vehicle. Please assist them with their duties. Any refusal will be deemed to be a breach of BMWRDC regulations and will cause the suspension of membership from BMWRDC for a period of one race meeting which will count as a points scoring round with a zero points score. The penalty will be disqualification from the qualifying / race and put at the back of the grid for their next race.

8. REGISTRATION FORM

2022 KUMHO BMW CHAMPIONSHIP

RETURN PRIOR TO CLOSING DATE FOR FIRST EVENT ENTERED

NAME OF DRIVER:							
ADDRESS:							
POSTCODE:							
TEL (DAY):				TEL (EVE):			
EMAIL ADDRESS:							
AGE:				DATE OF BIRTH:			
NATIONALITY:							
COMP LICENCE NO:				GRADE:			
BARC MEMBERSHIP NO:		(Mandatory)					
BMWDC MEMEBERSHIP NO:		(Mandatory)					
NAME OF ENTRANT:							
ADDRESS: (If different from above)							
POSTCODE:							
TEL (DAY):				TEL (EVE):			
ALL CORRESPONDENCE TO BE SENT TO:				DRIVER		ENTRANT	
CAR:		MODEL:		CC:			
CLASS:		A:	B:	C:	D:	E:	INV:
PREFERRED COMPETITION NO:							
PREVIOUS EXPERIENCE OF DRIVER:							
SIGNATURE OF ENTRANT: (If different from Driver)							
SIGNATURE OF DRIVER:							
DECLARATION TO BE COMPLETED BY ALL APPLICANTS							
I wish to register for the 2022 KUMHO BMW Championship and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC as detailed below.							
SIGNED:				DATE:			
ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED TO:							
Trevor Ford, 23 Weston Avenue, West Molesey, Surrey KT8 1RG or by email to: Trevor-bmwrdc@hotmail.co.uk Registration Fee by Cash, Cheque or BACS – BMW Racing Drivers Club 30-99-09 01869705							
FOR OFFICE USE ONLY							
REGISTRATION FEE		DATE RECEIVED:		DATE REG CARD SENT:		COMPETITION NO ALLOCATED:	
£125.00							

2022 KUMHO BMW CHAMPIONSHIP

9. SPECIFICATION SHEET FOR VEHICLE

PLEASE NOTE:	This form must be completed in full and have a photo attached. Any unanswered or TBA answered items will result in the return of registration			
ENTRANT / DRIVER:				
CHAMPIONSHIP NO:				
CLASS ENTERED:		VEHICLE MODEL NO:		
NUMBER OF DOORS:				
DECLARATION OF BHP:				
MINIMUM WEIGHT:				
CHASSIS NO:		ENGINE NO:		
ENGINE CAPACITY:		NO. OF CYLINDERS:		CARB OR INJECT
NO. OF VALVES PER CYLINDER				
TYPE OF ENGINE MANAGEMENT:				
FIRMWARE NO. (IF AFTERMARKET):				
VEHICLE COLOUR:				
MAKE OF BODY KIT IF FITTED:				
DECLARATION				
The information above is to the best of my knowledge is accurate.				
SIGNED:		DATE:		

Once completed, please return this form along with your Registration Form and Fee to:

Trevor Ford, **23 Weston Avenue, West Molesey, Surrey KT8 1RG** trevor-bmwrdc@hotmail.co.uk



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through my actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.