



## 1. SPORTING REGULATIONS - GENERAL

### 1.1 ANNOUNCEMENT

Worksop & District Motor Club (WDMC) (the "Promoter") will organise a club championship known as the BimmaCup UK

The Championship will run in accordance with the General Regulations of Motorsport UK (MSUK), these Championship Regulations (CR) and any Amendments or Bulletins issued by the Promoter via e-mail to the addresses stated on the Championship Registration Forms.

Motorsport UK Championship No: TBA

### 1.2 OFFICIALS:

Championship Coordinator: Martin Stockdale  
35 Arundel Drive  
Carlton in Lindrick  
Worksop, Notts S81 9DL  
Email: [martinstockdale1@gmail.com](mailto:martinstockdale1@gmail.com)  
Eligibility Scrutineer: Barry Kennedy  
[wbarrykennedy@icloud.com](mailto:wbarrykennedy@icloud.com)  
Championship Secretary: Rob Brook  
[Rob@RB-Motorsport.co.uk](mailto:Rob@RB-Motorsport.co.uk)  
Championship Stewards: Chris Woodcock, Nick Taylor

### 1.3 COMPETITOR ELIGIBILITY:

- Competitors (Drivers and Co-Drivers) must:
  - Be in possession of a valid Motorsport UK National B or higher Competition License.
  - Be a fully paid-up member of Worksop & District Motor Club. This currently costs £10 per year.

### 1.4 REGISTRATION:

- All competitors who wish to take part in the BimmaCup UK Championship 2019 must have completed a Championship Registration Form and returned it to the Championship Coordinator, accompanied by the registration fee, a minimum of 7 days prior to the first Championship event in which they plan to compete.
- The registration fee is £150 per competitor.
- For the purpose of calculating Championship points, both competitors in the car, if registered for the Championship individually, will score equal points. This is to encourage joint-ownership and sharing of cars as well as driver and co-driver role-reversal.

### 1.5 CHAMPIONSHIP ROUNDS:

The 2019 BimmaCup UK Championship will be contested over the following rounds:

Date	Event	Event Type	Scores
9/2/19	Jack Neal Memorial Rally	Nat B	1
7/4/19	Lookout Stages	Nat B	1
9/6/19	Abingdon Car-Ni-Val Stages	Nat B	1
25/8/19	Pendragon Stages	Nat B	1
6/10/19	Harold Palin Stages	Nat B	1
<b>TOTAL</b>			<b>5</b>

The above dates and events are provisional based on organisers plans to run them. If the above events are cancelled for any reason, the Championship Coordinator will endeavour to replace them with similar events on similar dates and give competitors no less than six weeks notice of changes.

### 1.6 SCORING:

- Total Championship score will be the sum of points awarded for competitors' best four finishes according to the event organisers' Final Published Results. If a competitor competes in all five events, the lowest score will be dropped. Missed or cancelled events will score zero Championship points and be counted as low scores.
- Points will be awarded to Competitors for finishing positions as follows:
 

1st - 15 points	7th - 4 points
2nd - 12 points	8th - 3 points
3rd - 10 points	9th - 2 points
4th - 8 points	10th - 1 point
5th - 6 points	All starters - 2 points
6th - 5 points	All finishers - 2 points
- If a rally starts but is abandoned for any reason, prior to completing the minimum mileage required for results to be declared, all starters will receive 4 points.
- To be classified as a finisher, a competitor must start and finish each special stage without incurring the penalty of exclusion.
- Ties shall be resolved by stage results from the first event in which the tied parties both competed. The winner of the first special stage shall be deemed the winner of the tie. If the first stage time is tied, then the second etc. If a tie occurs between two competitors sharing a car, the tie shall be resolved in favour of the driver of the first special stage of the season in which the tied parties both competed.
- Where an event has been shortened it shall still count as a full points scoring round, subject to rule 1.6.3 above.
- Drivers and Co-Drivers in each car will score points equally.
- For the purpose of calculating Championship points, only cars containing competitors entered in the Championship will be considered as finishers in event organisers' final results.

### 1.7 AWARDS:

- Prizes for registered Championship contenders (Driver and Co-Driver) will be awarded at each event as follows:
  - 1<sup>st</sup> O/a
  - 2<sup>nd</sup> O/a subject to 5 or more championship starters.
  - 3<sup>rd</sup> O/a subject to 8 or more championship starters.
- Overall Championship Awards will be presented at the end of the season at the final event prize-giving, subject to any outstanding protests or results queries that may make it impossible.
- The winner of the Championship will receive:
  - One free or two half-price economy flights to Barbados in Nov' 19;
  - A 1 Bedroom Apartment (Sleeps up to 3) at the Divi Southwinds Beach Resort Barbados;
  - The use of a BimmaCup car for the final round of the BimmaCup Caribbean Championship.

No cash alternative is available.

## 2. EVENTS PROCEDURES

### 2.1 ENTRIES:

- Competitors are wholly responsible for submitting correct and complete entry forms with the correct entry fee prior to the closing date for entries before each rally. The Championship Organiser or Coordinator cannot guarantee availability of entries on events. Early placement of entries is therefore highly recommended.



### 3. CHAMPIONSHIP REGULATIONS

#### 3.1 INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post event Scrutineering; Penalties may include forfeiture of points for that event and, at the discretion of the Championship Stewards, exclusion from the Championship.

#### 3.2 PENALTIES

Where no specific penalty is stated for breach of these regulations, a penalty for infringing the Spirit of the Regulations may be imposed by the Championship Stewards. This may take the form of a verbal warning, points deduction, or exclusion from the event or Championship.

#### 3.3 DOCUMENTATION:

1. Vehicles must have an MSUK Rally Car Logbook, a valid MOT pass certificate and valid Road tax (necessary for Round 4 only).
2. Competitors must have valid MSUK National B or higher Competition Licences.

### 4. TECHNICAL REGULATIONS

#### 4.1 INTRODUCTION:

1. The following Technical Regulations are established on the principal that, if an allowance is not stated, it does not exist.
2. The fact that some modifications are specifically mentioned as prohibited in the interest of clarity does not imply that others are allowed because they are not mentioned.
3. If any doubt exists about the legality or acceptability of any modification, then please request clarification from the Championship Coordinator prior to any modifications from standard being undertaken.
4. STANDARD: The word 'standard' used within these technical regulations as a description of components is to be interpreted as Original Equipment Manufacturer (OEM) supplied.
5. For clarity, checking will be by comparison to spare parts supplied by the manufacturer's official agent, standard pattern parts or by any other means necessary to ensure compliance.

#### 4.2 GENERAL: The BimmaCup Championship is for competitors driving BMW E36 318Ti Compacts with M44 engine.

1. Examination of vehicles: The Championship Coordinator (in addition to any other powers held under these regulations) reserves the right before or after any competition in the Championship to designate any one or more of the competing cars for special eligibility scrutiny. Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units sealed at the venue for later inspection by an Eligibility Scrutineer at the Competitor's expense.
2. Upon such selection being made the competitor shall immediately place the car under the control of the Championship Coordinator and be deemed to have permitted all such Scrutiny, examination and testing as the organisers may reasonably require.
3. A competitor may submit written protests to the Championship Coordinator within thirty minutes of results being published for any event or for the championship. Protests of an administrative nature must be accompanied by a fee of £100. Protests of a technical nature must be accompanied by a fee of £500. If the protest is successful these fees shall be returned to the competitor. The Championship Stewards will consider the protest and return a written opinion within thirty days of submission. The Championship Stewards' decision on the protest is final.

4. The Championship Coordinator has the right to:

- a. Examine any car at any event venue for such period as may be reasonably required and take fuel samples;
- b. Retain the car for detailed examination at premises chosen by the Championship Coordinator. If the Championship Coordinator elects to retain the car it shall be made available for collection by the competitor at least seven days prior to the next event in the Championship unless the car is found to be in breach of these regulations;
- c. Seal the car and any of its components in such a manner as chosen and require the competitor at their own expense to present the car to any other premises chosen by the Championship Coordinator for detailed examination within a specified period and / or remove the car by transporter at the competitor's expense to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination. The overseen stripping of the engine or any required component will be undertaken by the competitor and / or mechanic / technician nominated by the competitor;
- d. Request the removal of any part for their further inspection and testing.

#### 4.3 SAFETY REQUIREMENTS:

All vehicles and competitors must comply with the parts of Section K of the 2019 MSUK Yearbook relevant to stage rally cars.

#### 4.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must be of sound construction and mechanical condition and be well maintained. The Championship Coordinator reserves the right to refuse the entry of any car of which the preparation is of a poor standard (including the external appearance) and which is likely to bring the Championship into disrepute.

#### 4.5 CHASSIS:

1. No bodysell modification or stiffening is permitted except the fitting of the rollcage and front & rear strut braces. The rear strut brace may incorporate a differential casing support which may be welded in place.
2. Sump, gearbox and tank guards are permitted.
3. Only commercially-available, MSUK certified rollcages, of bolted assembly, are allowed. They must be fitted as per MSUK Blue Book requirements, which include the option of welding of the feet to the floor reinforcement plates.
4. Seam-welding or the addition of spot welds to the bodysell is prohibited. Welding is allowed for the fitment of safety equipment.

#### 4.6 BODYWORK:

Modifications Permitted:

1. General: Mandatory fitment of laminated windscreen. All other windows may be replaced with 4mm Polycarbonate. Window winder mechanisms may be removed.
2. Interior:
  - a. Two front seats must be replaced with competition seats and mountings meeting MSUK requirements.
  - b. Seatbelts must be replaced and meet MSUK requirements.
  - c. All rear seats, floor coverings, roof lining, sound deadening materials, radio/stereo units, speakers and associated wiring may be removed.
  - d. Redundant interior metal bracketry such as rear seat mountings may be removed as long as such removal does not weaken the structural integrity of any panel.
  - e. Additional instruments are permitted, but the original dash binnacle and instrument cluster must be retained and fitted in their original positions.

- f. The main body of the standard dashboard must be retained and securely fitted in its original position. Localised trimming is permitted to allow roll cage fitment and the addition of aftermarket switchgear or pull cables. The removal of the glove box, lid and hinges is permitted.
  - g. Steering wheel may be changed (compulsory if an air bag is fitted as original equipment).
  - h. If the car has the optional steel sunroof, it must be permanently fixed closed.
  - i. It is permitted to remove air-conditioning and the original heating system. Aftermarket air-conditioning and heating systems may be fitted.
  - j. An interior rear view mirror must be fitted.
  - k. Original interior door panels, if removed, must be replaced with strong sheeting, fitted to a high standard with no exposed sharp edges and with a smooth surface.
3. Exterior:
- a. Door mirrors must be fitted on both sides of the vehicle and must be fully functional. These may be non-standard or pattern parts.
  - b. The original windscreen wiper arms/blades must remain and be fully functioning. The rear motor and all wiring may be removed from tailgate. Front windscreen washer systems must be fully operational.
  - c. The standard bonnet locking mechanism must be disabled; only bonnet pins may be used.
  - d. Standard door bars may be removed and localized trimming of the inner door skins, tailgate and bonnet for lightening purposes is permitted as long as it is not visible.
  - e. Removal of impact absorbing materials from the internals of front and rear bumpers is permitted.
  - f. Under car weather shields, wheel arch liners or any other OEM fitted under-car shielding may be removed.
4. Silhouette:
- a. All cars must retain the original E36 BMW Compact profile.
  - b. The only permitted front bumper is the E36, M-Sport or M3 version, of either standard BMW part or pattern part. It is permitted to fit the BMW E36 EVO front lip of either standard BMW part or pattern part.
  - c. The only permitted rear boot spoiler is the M-Tec (P/n 51712490022 or P/n 51712490023) spoiler. Aftermarket and reproductions are not allowed under MSUK regulation 46.3.5
  - d. Any standard BMW E36 Compact rear bumper is permitted.
  - e. The front and rear bumper profiles must not be modified in any way, and must appear as standard (other than for localised trimming to allow fitment of towing straps).
5. Ground Clearance: It is permitted to adjust the ride height.

#### 4.7 ENGINE:

1. The only permitted engine is the BMW M44B19 16v.
  - a. Bore: 85mm (nominal). Standard bore size only.
  - b. Stroke: 83.5mm (nominal).
  - c. It is permitted to skim the cylinder head face. The minimum overall cylinder head height shall be 139mm.
  - d. It is permitted to skim the cylinder block deck. OEM or pattern pistons must not protrude above the cylinder block deck in excess of .254mm.
  - e. Machining of pistons is not permitted.
  - f. Camshafts must be genuine OEM parts. Camshaft dimensions, profiles and timing must remain as standard BMW E36 318ti Compact M44B19.
  - g. A BMW M40 single mass flywheel (Part No. 11 22 1739 315) or a Valeo "solid flywheel" (part number 835017), or an MS Rallysport flywheel/clutch may be used.
  - h. All competing vehicles must be fitted with an unmodified OEM exhaust manifold.

- i. All engines must have at least: two bolts/nuts for the rocker cover, two bolts for the sump, two bolts for the timing cover and two bottom bell housing bolts, cross-drilled with a hole of minimum 1/16th" diameter to accept scrutineer's locking wire.
2. Engine Mounts:
    - a. Position and mounting method must be standard but the engine mounts may be replaced.
  3. Oil/Water cooling:
    - a. Water and oil radiators may be standard, pattern or aluminium replacement parts. OEM or aftermarket electric fans are permitted.
  4. Induction Systems:
    - a. The fitment and positioning of the throttle body and mass air flow sensor must be as OEM.
    - b. The air ducting between the throttle body and the mass air flow sensor must remain as OEM or pattern part.
    - c. The air ducting between the mass air flow sensor and the air filter is unrestricted.
    - d. The crankcase breather may vent directly to a catch tank (minimum capacity 1 Litre) and any holes in the air filter housing associated with the breather system may be blanked.
    - e. The air box may be replaced with aftermarket filter.
    - f. The air filter may be fitted with one hose (100mm max dia.) for the purpose of cold air pickup from the front bodywork.
    - g. No other modifications in the induction system are permitted.
  5. Exhaust systems:
    - a. Exhaust systems must exit at the rear of the vehicle.
    - b. The exhaust system including silencer is unrestricted subject to MSUK and event noise restrictions.
  6. Ignition systems:
    - a. The only ECU permitted is the one supplied by the Championship Coordinator.
    - b. Plug leads and spark plugs are free.
  7. Fuel delivery systems:
    - a. It is permitted to replace the fuel pipes, hoses and filter.
    - b. Dual fuel pumps may be fitted for redundancy but must be original BMW standard or pattern items only. They must be wired to operate separately (on-off-on three-position switch).
    - c. The pressure regulator must be standard and unmodified. Fuel Pressure testing may be carried out at any time to ensure that the fuel rail pressure does not exceed 3 bar.
    - d. Fuel tanks must have substantial protection to prevent damage from underbody impacts.

#### 4.8 SUSPENSION:

1. Modifications Permitted:
  - a. Championship control dampers, springs and top mounts must be fitted, these are available from the Championship Coordinator.
  - b. Anti roll bars must be standard BMW E36 items of the following diameter: Standard Front 25mm and Rear 14mm or Sport Front 26mm and Rear 16mm or Optional Sport Front 26mm and Rear 14mm or any combination thereof.
  - c. Suspension bushes are free but must be of a rubber, nylon or polyurethane construction, no rose joints are allowed other than on strut and damper top mounts.
  - d. Eccentric bushes are permitted on front suspension. It is prohibited to alter the front camber by the modification or machining of any part.
  - e. Rear trailing arms may be strengthened by the addition of material.
  - f. Eccentric bushes are permitted on the rear suspension as are welded camber/caster adjustment plates.
  - g. Front wishbones may be replaced with E30 units.



#### 4.9 TRANSMISSIONS:

1. The standard Getrag gearbox must be retained. The only permitted gear ratios are: 1st: 4.23, 2nd: 2.52, 3rd: 1.66, 4th: 1.22, 5th: 1.00.
2. Clutches must be standard or single plate after-market units.
3. Aftermarket "quick shift" manual gear change mechanisms are permitted without bodyshell modification.
4. The BMW 188mm final drive may be fitted with OEM LSD units modified for extra friction plates. Whether the OEM or 188mm final drive is fitted, the CWP ratio must be no lower than 3.91:1.
5. Standard OEM or E30 325 driveshafts are allowed.
6. Standard OEM propshaft must be retained.

#### 4.10 BRAKES

1. Brake pads are unrestricted as long as they fit the standard calipers without modification.
2. Modification or removal of brake back plates is permitted
3. Replacement of brake pipes and hoses is allowed
4. Anti-lock braking system may be disabled or removed.
5. Brake discs must be standard or standard pattern. Front discs must be of a maximum diameter of 286mm. Rear discs must be of a maximum diameter of 272mm. Discs may be cross-drilled and/or grooved.
6. Standard E36 318 Ti M44 Compact front and rear brake calipers must be used.
7. A hydraulic handbrake may be added.
8. A brake proportioning valve may be fitted on the rear brake circuit.

#### 4.11 WHEELS / STEERING

1. It is permitted to use any BMW E36, E46 or Z3 steering rack. Modification of the replacement rack is prohibited other than lock-stops. Power assistance may be disabled.
2. Steering lock must be rendered inoperative
3. Wheel size must be 15" x 7J with minimum ET of 15mm.

#### 4.12 TYRES

1. The Championship control tyre is the Nankang NS-2R 205-50-15.
2. It is prohibited to buff, cut or mechanically modify tyres in any manner. The original tread pattern must remain visible at all times, and with a minimum tread depth of 1.6mm. The use of tyre heating/heat retention devices, chemical tyre treatments and compounds is strictly prohibited.

#### 4.13 VEHICLE WEIGHT:

Minimum 1200 kgs including driver and co-driver at any time during the competition.

#### 4.14 FUEL

Only pump fuel, available for general sale from service stations, is allowed.

#### 4.15 NUMBERS & CHAMPIONSHIP DECALS

Championship Sponsor's decals must be fitted as specified below:

1. BimmaCup windscreen sunstrip must be fitted. One will be provided by the Championship Coordinator free of cost, additional ones will be available for a fee of £30.
2. Where event competition numbers are issued by the event organisers; fitting them in accordance with Event Regulations will be the responsibility of the competitor.
3. Tyre sponsor decals must be fitted over each wheel arch or on the sills next to the wheel arches. The first set will be provided by the Championship Coordinator free of cost, additional sets will be available for £25.

4. Other mandatory decals may be required as the Championship develops and sponsors become involved, in which case, they will be provided by the Championship Coordinator and added to these regulations by Championship Bulletin.



#### Technical Amendment 1a

1. Cars built with weld-in rollcages are permitted if registered with the organisers before the start of the 2nd round of the championship. Once accepted, they will remain eligible for future BimmaCup UK championships
2. Competition tyres must be sourced via Andrew Knott (Slicks Tyres) and will be accordingly marked for BimmaCup UK use. These tyres are providing a rebate to the organisers which will be used solely for costs associated with the championship (ie. The prizes!)
3. Rear suspension turrets may be lightly modified to provide additional clearance for shock absorbers/springs, provided this is done to a high standard.