



1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **TEGIWA M3 V8 CUP** is organised and administered by the 750 Motor Club Ltd 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 Series Regulations.

1. **MSA Series Permit No:**
2. **MSA Series Grade:**
3. **Race Status:** Clubmans / National B.

1.2: OFFICIALS:

1. **Series Co-Ordinator:** Giles Groombridge, The 750 Motor Club, Donington Park, Castle Donington, Derbyshire. DE74 2RP.
2. **Eligibility Scrutineer:** B. Blackmore
3. **Series Stewards:**
R.Knight C. Emmerson I.Sowman

1.3: COMPETITOR ELIGIBILITY:

- 1 Entrants must:
 - (a) be fully paid up valid membership card holding members of the 750 Motor Club and
 - (b) be Registered for the Series and
 - (c) be in possession of a valid MSA Entrants Licences.
- 2 Drivers and Entrant/Drivers must:
 - (a) Be current Members of the 750 Motor Club and
 - (b) be Registered for the Series and
 - (c) be in possession of valid Competition (Racing) National B Licence, as a minimum
 - (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
 - (e) If participation in the Series 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 Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
3. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All competitors must register for the Series by returning the Registration Form with the Registration Fee to the Series Co-ordinator prior to the Final Closing date for the first round being entered.
2. There is a registration fee of £195 for 2018 payable to the Series co-ordinator.
3. Registration numbers will be the permanent Competition number for the Series

1.5: SERIES ROUNDS:

The **TEGIWA M3 V8 CUP** will be contested over the following rounds:

Date	Circuit	Round/s
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1.6: SCORING:

As a Series no points are awarded.

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: Trophies to 1st, 2nd and 3rd.
3. Series: N/A
4. Presentations: Awards will be presented at the end of each event, and/or at the end of the Series at the designated presentation ceremony.
5. Entertainment Tax Liability: {deleted}
6. If Provisional Results or Series 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: SERIES EVENT MEETINGS & RACE PROCEDURES

1. ENTRIES:

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. 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.
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.
4. The Entry Fee for each event shall be specified in the SRs and on the entry form.
5. Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

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.

3. QUALIFICATION PRACTICE:

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. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).
3. At Double Header Meetings the Grid for Race 2 will be set by second fastest practice times.

4. RACES: Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies)

5. STARTS:

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. The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:-
 - I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap (if applicable.)
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
3. Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions 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.
5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

6. SESSION RED FLAG: 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 is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area,



during a race, unless otherwise directed by officials. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

7. PITS, PADDOCK & PITLANE SAFETY:

- 1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
2. Pitlane: 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.
3. Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
4. Speed Limit: Pit Lane Speed Limit will be 60 km/h.

8. RACE FINISHES: After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

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. (MSA regulation (D)26.3.)

10. TIMING MODULES: The 750 Motor Club utilises AMB transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. The transponder is a TRANX 260 Direct Powered and is available from HS Sports Ltd – 01260 275708.

11. QUALIFICATION RACES: If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

12. OPERATION OF SAFETY CAR: {deleted}

13. ONBOARD CAMERAS: All competitors race cars are required to carry an on board in car camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation, or which is reported to the Series Co-ordinator for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting or the Series Co-ordinator.

- (i) It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with MSA Regulations and be approved by the Chief Scrutineer in accordance with J.5.20.5
- (ii) Cameras must be mounted in a fixed "off-centre" position, and angled in such a way that footage captured will provide a clear view through the front windscreen as well as including the steering wheel.
- (iii) In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied which can include but are not limited to exclusion from the Series or a fine of up to £500. The burden of proof to establish the cause of such failure will lie with the competitor.

3: SPECIFIC SERIES REGULATIONS

In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Series Co-ordinator, at their discretion run Qualification races as per 2.11 of these regulations. Alternatively at double header race meetings, should there be sufficient space within the timetable, the Organising Club may divide the grid after qualifying into 3 separate Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full Series points.

4: SPECIFIC SERIES PENALTIES:

In accordance with Section C of the current MSA Yearbook

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.3.
 2. Arising from post race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).
- For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2: ADDITIONAL SPECIFIC SERIES PENALTIES:

None

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

a) The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that; **if the following texts do not clearly specify what modifications or upgrades can be made to the car, then you must work on the principle that it will not be permitted.** The fact that some modifications are mentioned as prohibited does not imply that others are allowed. If any doubt exists about the legality or acceptability of any modification, then please request clarification from the Series Co-ordinator **prior** to any work being undertaken.

b) STANDARD: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

c) STANDARD PATTERN: The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

5.2: GENERAL DESCRIPTION:

The TEGIWA M3 V8 CUP is for competitors participating in the BMW E9x M3 (4000cc S65 engine) UK & European domestic market cars in either left or right hand drive versions. There are no restrictions on the transport of cars to and from the circuit. Cars will run in one class.

The TEGIWA M3 V8 CUP technical regulations are intended to allow competitors to produce race cars that are safe, affordable and of a near identical level of performance, with the emphasis placed firmly on driver ability. Competitors are therefore asked to keep this in mind when building or modifying race cars and are encouraged to seek guidance from the Series Co-ordinator where appropriate. A modification that gives a performance advantage at a high financial cost will almost certainly be illegal, or possibly outlawed in future regulations. Competitors seeking to gain a power advantage can expect to exceed the maximum power allowed for the M3 V8 CUP (as tested on a Series nominated MAHA Dyno. **The TEGIWA M3 V8 CUP** is not a development formula.

Examination of vehicles. The Series Eligibility Scrutineer (in addition to any other powers they may have under these regulations) reserve the right before or after any race in the Series to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units sealed at the circuit for later inspection by the Eligibility Scrutineer at the Competitor's expense.

Upon such selection being made the competitor shall immediately place the car under the control of the Eligibility Scrutineer and be deemed to have permitted all such scrutineering, examination and testing as the organisers may reasonably require. The Eligibility Scrutineer has the right to:

- a)** Examine the car at the circuit for such period as they may reasonably require and take fuel samples.
- b)** Retain the car for detailed examination at premises chosen by the scrutineer, if the scrutineers elect to retain the car they shall make it

available for collection by the competitor at least seven days prior to the qualification session for the next race in the Series 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 they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and / or remove the car by transporter at no expense to the competitor 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) The scrutineer can at their discretion request the removal of any part for their further inspection and testing. If the scrutineer decides to retain any part for further inspection over a race weekend, a fully eligible replacement part will be provided by the scrutineer at the time of removal, allowing the competitor to continue racing.

e) Request the competitor agrees to place their car on the club's nominated mobile dyno, or seal the car and have the car tested on a Series nominated MAHA Dyno.

5.3: SAFETY REQUIREMENTS:

Articles of MSA Section K Safety Criteria Regulations will apply, and specifically: Six point roll cage to a minimum of drawing K5 or K6. Optional reinforcing members K12a, K12b, K12c, K12h, K12i are permitted; cages that connect to the front suspension anchorage points as per K11 are optional. K2 and K5 – K14; Seat belts as per K2.1 although 4 point harnesses are not permitted; Extinguishers must be plumbed in and comply with K 3.1.2 a); Towing eyes must have a minimum internal diameter of 60mm; (note the tow eye may be of either a suitable rigid or flexible material bolted to the chassis).

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained. Water hoses, oil hoses and their associated clips are free. Fasteners (eg nuts, bolts) are free. Rose Joints of any type are prohibited [except as fitted to mandatory items]. The organisers reserve the right to refuse entry from a 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.

5.5: CHASSIS:

No chassis stiffening is permitted except that derived from the fitting of the roll cage which must only have six mounting feet inside the car plus a further 2 attached to the front suspension pickup points. Roll cages may be bolted or welded to the chassis; Chassis reinforcement plates are allowed; seam-welding of the shell is prohibited; aftermarket strut braces are allowed.

5.6: BODYWORK:

1. Modifications Permitted:

1. General: Mandatory fitment of laminated windscreen. Door windows and rear windscreen can be changed to polycarbonate windows. The addition of colourless safety film to the glass is permitted.

2. Interior: Driver's seat must be replaced with a competition seat fitted in accordance with K2.2. All passenger seats, floor coverings, roof lining, sound deadening materials, radio/stereo units, speakers and associated wiring may be removed. Redundant interior metal bracketry such as rear seat mountings may be removed, however competitors should bear in mind that if the removal of any material results in weakening the structural integrity of any panel, then the Clerk of the Course (at their own discretion) will be fully authorised to exclude the vehicle from competing.

Spare wheel & associated parts, and all tools must be removed. Additional instruments are permitted, but the original dash binnacle and instrument cluster, must be retained and fitted in their original positions.

The main body of the standard dashboard must be retained and securely fitted in its original position, however localised trimming is

permitted to allow roll cage fitment and the addition of aftermarket switchgear or pull cables. The removal of the glovebox, lid and hinges is permitted.

Steering wheel may be changed (compulsory if an air bag is fitted as original equipment). Glass sunroofs must be removed or replaced as per MSA regulation Q19.14.6.

It is permitted to remove air-conditioning if fitted, the original heater matrix, mechanism and blower may be removed along with dashboard air vents and associated pipework, however an effective windscreen demisting solution must be installed which has to be able to demonstrate the ability to blow air onto the front windscreen to aid demisting. An interior (standard or non standard) rear view mirror must be fitted to the left of the driver (or right if the car is left hand drive). If original interior door panels are removed they must be replaced with strong aluminium or composite sheeting - this must be executed to a high standard with no sharp edges and with smooth surface.

3. Exterior: Bonnet, Front Wings, Front Bumper, Rear Bumper and Tailgates may be replaced with GRP/CF items. A door mirror must be fitted on both sides of the vehicle and may be any production or pattern BMW part; the choice of mirror within them is free. The original number of windscreen wiper arms/blades must remain and be fully functioning; Windscreen washer bottles can be removed. All weather strips/channels must be retained. The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position. Door bars may be removed and some localized trimming of the inner door skins, tailgate and bonnet for lightening purposes is permitted. Removal of impact absorbing materials from the internals of front and rear bumpers is permitted. Some localised trimming to the chassis around the rear parcel shelf area to enable the fitment of the rollcage is permitted however competitors should bear in mind that if the removal of any material results in weakening the structural integrity of any panel or the chassis itself, then the Clerk of the Course or Scrutineer (at their own discretion) will be fully authorised to exclude the vehicle from competing. Vents may be fitted in the bonnet as long as they do not exceed a maximum of 3200sq cm.

4. Silhouette: All cars have to retain the original E9x BMW M3 profile. All cars must fit the Tegiwa Front Splitter. An optional lip can be fitted to help flatten the front bumper (see Appendix 1) It is permitted to remove the front fog lamps to accommodate brake ducting. The only permitted rear boot spoiler is the Tegiwa GT Rear Wing (see Appendix 1) The front and rear bumpers can be aesthetically modified in any way, and must appear as standard but vents/holes are allowed. The rear bumper must retain its diffuser insert which must not be modified in anyway.

5. Ground Clearance: It is permitted to alter the ride height. Under no circumstances can any part of the bodywork, or suspended part of the car excluding the exhaust system, be below a horizontal plane passing 50mm above the ground. The car should be in normal racing trim with the driver aboard and steering in straight ahead position. A gauge of 50mm may be used by Scrutineers before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing. There is no minus tolerance to this measurement.

2. Modifications Prohibited:

1. General: Other than those panels detailed in 5.6.1.3 the exterior of the car must be standard for the model being raced. All of the bodyshell and any replacement body panels must be of original shape, material and thickness. The reduction in thickness of any part of the car by acid-dipping, blasting or by any other means is prohibited. Exterior trim must be generally standard.

2. Interior: Door trims and panels may not be removed unless they are replaced by appropriate material as detailed in 5.6.1.2 above. Any other modification in contravention of 5.6.1.2 is also prohibited.

3. Exterior: It is not permitted to increase the width of the wheel arch by the addition of material. It is permitted to roll the inside of the wheel arch. Holes may not be made in the bodywork. It is not permitted to add any non-standard material or structure to the underbody or outer floor plan.

4. Silhouette: Any in contravention of 5.6.1.4.

5. Ground Clearance: Any in contravention of 5.6.1.5.



5.7: ENGINE:

The only permitted engine is the BMW S65 4000cc. All internal engine parts apart from Con Rod bearings, Con Rod Bolts and sump baffles must be original or OEM unmodified pattern parts from the S65

It is the competitor's responsibility to ensure that no prohibited modifications have been carried out if they are using an engine not assembled by them.

Checking of engine parts will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

In registering for the series all drivers consent to their vehicle being tested at the organisers request on the series designated rolling road (750 Motor Club mobile MAHA dyno) where the car will be power tested. The maximum permitted power must be **414BHP** peak flywheel horsepower +/- 4%. Drivers wishing to check the power of their cars prior to competition are advised to use one of the designated MAHA rolling road centres listed in Appendix 2.

1. Modifications Permitted:

The replacement of valves, valve guides and valve seats with parts of standard pattern and material is permitted. It is permitted to reclaim the cylinder head and cylinder block by skimming provided BMW factory workshop tolerances are not exceeded. It is permitted to rebore the engine by a maximum of 0.2 mm, only genuine BMW oversize pistons are allowed. No other modifications are permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual. Spot tests will be carried out at events. Removal of the EGR valve is permitted.

2. Modifications Prohibited:

Any other than those permitted in 5.7.1. It is specifically prohibited to modify inlet ports, exhaust ports and combustion chambers in any way, and all must remain as cast. The removal of material as a means of lightening any internal engine part is prohibited. The removal or addition of materials as a means of balancing any internal engine part is prohibited. Camshaft profiles and cam timing must remain as standard BMW E9X M3 factory settings.

3. Location:

Position and mounting method must be standard for the model. Original engine mounts may be replaced by Innovative mounts (see Appendix 1) No other aftermarket engine mounts are permitted.

4. Oil/Water cooling:

Aftermarket radiators and oil coolers are permitted, pipes are free, aftermarket electric fans are permitted. The standard water pump and pulley must be used.

5. Induction Systems:

The complete induction system must remain as standard including the fitment and positioning of the throttle body and mass air flow sensor. No other modifications are permitted with the exception of the fitment of the mandatory Tegiwa carbon fibre cold air feed (see Appendix 1) The crankcase breather may vent directly to a catch tank and any holes in the air filter housing associated with the breather system may be blanked off.

6. Exhaust systems:

The complete exhaust system must remain as BMW including the fitment and position of the BMW silencers and secondary cats. The removal of the primary cats and Tegiwa De-cat pipes can be fitted and the internals of the rear silencer modification is permitted. All cars must run with a fully operational catalytic converter; this must be OEM BMW. All exhaust gasses must pass through the catalytic converter, emissions testing may be carried out to ensure compliance.

7. Ignition systems:

The only ECU permitted is the standard BMW ECU. The controlled remap by EVOLVE is permitted; spark plugs are free. All original

engine sensors must be fitted and operational. The OBD port must remain accessible and fully functional.

8. Fuel delivery systems:

It is permitted to replace the fuel lines and filter. An aftermarket additional tank may be fitted to help with long range for other uses. The charcoal canister may be removed. Fuel pumps must be original BMW standard or pattern items only, and fitted in the original manufacturers positions inside the fuel tank. 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 production limits.

5.8: SUSPENSIONS:

1. Modifications Permitted:

It is a mandatory requirement for all cars to run with the Yellow Speed M3 V8 CUP specification coilover shock absorber and top mount kit. Anti roll bars must be production BMW E9X M3 items of the following diameter or the optional Tegiwa anti roll bars, drop links are free (see Appendix 1):

Suspension bushes may be replaced with rubber or polyurethane

Specification	Front Diameter	Rear Diameter
Standard	26.5mm	n/a
Tegiwa	28mm	n/a

2. Modifications Prohibited:

It is prohibited to alter the front camber by the modification or machining of any part. Modifications to the suspension pick-up points are prohibited; this includes the 'slotting' of suspension strut mounting points.

3. Wheelbase/track:

The wheelbase must remain standard. The track can be changed using wheels spacers but wheels and tyres must not extend past the wheel arch.

5.9: TRANSMISSIONS:

1. Permitted modifications:

The standard manual 6 speed gearbox must be retained. The only permitted gearbox is the Getrag six-speed manual with the following ratios: 4.06 (1), 2.4 (2), 1.58 (3), 1.19 (4), 1.00 (5), 0.87 (6). Dual Mass flywheels may only be replaced with original or pattern items or converted to one of the single mass flywheel options as shown in Appendix 1. Clutches may be replaced with aftermarket options but must be single plate only. The original manual gear change mechanism may be replaced with a Tegiwa "Quickshift" (see Appendix 1.) The BMW Motorsport 4.44:1 final drive ratio may be used.

2. Prohibited modifications:

Gearbox and differential unit must be standard for the model being raced. Aftermarket limited slip, locked, locking, torque biasing or spring preloaded differentials or similar are prohibited.

3. Transmissions & Drive ratios:

It is permitted to run with the factory Dynamic Stability Control (DSC) system enabled or disabled by means of the original switch in the cockpit. The use of any aftermarket traction control device is prohibited. Standard gearbox ratios must be retained. Final drive ratio must be either 3.85:1 or 4.44:1 (see 5.9.1)



5.10: ELECTRICS

- Exterior Lighting:** Are free but must be fully operational.
- 2. Rear Warning Light:** Cars must be fitted with a manually switchable rearward facing red warning light which must be fully compliant with the MSA Year Book ruling: Section K 5.1A.
- 3. Batteries:** No restrictions on type or location subject to MSA regulations. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used.
- 4. Generators:** A fully working standard alternator and standard pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.
- 5. Wiring:** The vehicle wiring loom may be modified.

5.11: BRAKES

- 1.** All cars must use the mandatory Yellow Speed 6 pot front brake callipers (see Appendix 1.) Front brake discs must be either the Yellow Speed 356mm fixed discs or Yellow Speed 356mm floating discs (see Appendix 1.) Front and Rear brake pads are free. Deformation or removal of back plates is permitted, as is the fitment of alternative brake piping/hosing. Rear brake callipers must be standard, rear discs may be standard or standard pattern. Discs may be cross-drilled and/or grooved. The braking system including the ABS must remain fully operational in all aspects at all times. It is permitted to re-position the ABS pump. Handbrake systems are free.
- 2. Prohibited Modifications:** It is not permitted to disable or modify the anti-lock braking system in any way.

5.12: WHEELS / STEERING

- 1. Permitted Options:** An original, unmodified BMW steering rack must be used.
- STEERING LOCK:** this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. MSA regulation Q19.6.
- 2. Prohibited Options:** No machining or other modification of the road wheels are permitted. Power assistance of the steering may not be disabled, the standard pump and pulley must be used.
- 3. Construction & Materials:** Magnesium wheels are prohibited. Wheels are free.
- 4. Dimensions:** FRONTS 18" x 9"J / 9.5"J REARS 18" x 10"J
- 5. Wheel Spacers:** Wheel spacers are permitted provided that the vehicle track remains within the limits permitted in rule 5.8.3 and they are of the 'hub-centric' type and of the correct p.c.d. Where spacers are used, they must be fitted in equal pairs across the axle. Universal wheel spacers are not permitted and competitors should ensure that wheel bolts are of sufficient length to adequately secure each wheel. Wheel hubs may be fitted with conversion studs to accept wheel nuts.

5.13: TYRES

- 1.** From the tyres listed in the MSA Year Book, Section L, list 1B, the control tyre for the 2018 Series is the Nankang AR-1 in 265/35/18 front and 295/30/18 rear size. Or the Nankang AS-2+ in 265/35/18. All tyres must be bought from the official M3 V8 CUP supplier and have the specific M3 V8 CUP markings. 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.

2. Nominated supplier: Nankang Tyres UK.

5.14: VEHICLE WEIGHT:

- 1.** Minimum 1,440kgs including driver post practice or race. Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet etc.

5.15: FUEL TANK / FUEL

- 1. Types:** Fuel tanks are free to blue book regulations.
- 2. Locations:** Tank location is free to blue book regulations.
- 3. Fuel:** Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MSA Yearbook for the current year and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of Section B Nomenclature & Definitions is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in MSA Blue Book regulation J. Chart 5.18.

5.17: NUMBERS & SERIES DECALS

- 1. Positions:** The race numbers for each rear side window shall be;
- (i) A minimum of 200mm high
 - (ii) With a stroke width of at least 20mm
 - (iii) Coloured Day-Glo yellow.
- In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows;
- (i) The numerals must be at least 150mm high
 - (ii) Be in the same colour and font as those displayed on the rear side windows
 - (iii) Be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.
- 750 Motor Club decals must be affixed prominently. Series Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram supplied with those decals (see Appendix 2.) 750 Motor Club and Series Sponsor's decals must take preference to any other decals. Drivers may be requested to remove decals that are viewed as conflicting with official Series Sponsors. Failure to comply will render the vehicle and driver ineligible to race.
- 2. Suppliers:** Sponsors and Club decals will be available before the first Series race in which the vehicle is entered. Competition numbers will be obtained at the competitor's expense.



1. Permitted Aftermarket Parts

MANDATORY parts MUST be used on all Tegiwa M3 V8 CUP cars and are available for purchase at TEGIWA

OPTIONAL parts are permitted as a replacement for OEM BMW items

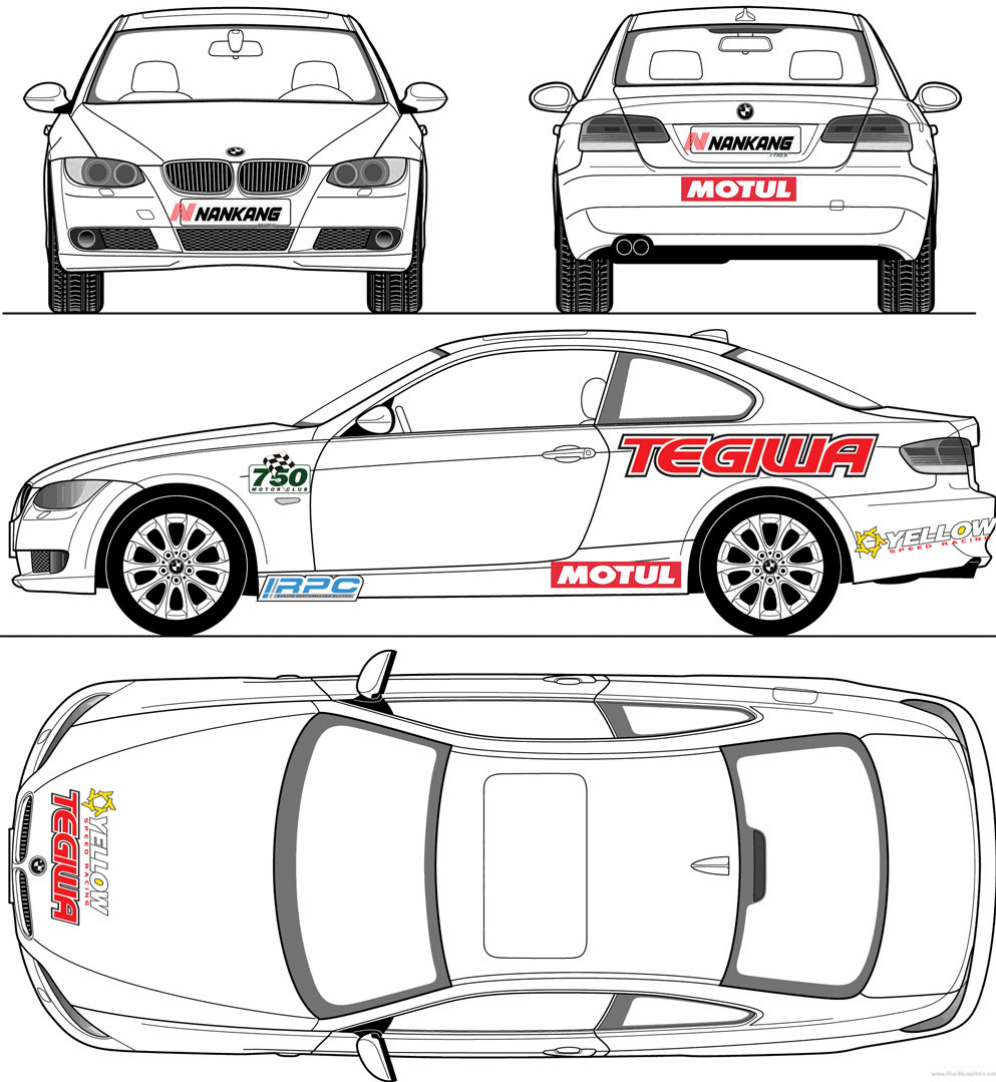
ALL OTHER PARTS NEEDED TO BUILD A CAR ARE IN STOCK AT TEGIWA

SKU	TITLE	PRICE (+VAT)	
TE-1050001	TEGIWA SHORT SHIFTER	£158.33	MANDATORY
BMW-MS-FD-KIT-444-OIL	GENUINE BMW 4.44 FINAL DRIVE AND DIFF REBUILD KIT	813.33	MANDATORY
E92-REARWING	CF REAR WING	333.33	MANDATORY
E92-FRONT SPLITTER	FRONT SPLITTER MOUNTS/TEMPLATE	200	MANDATORY
2653518NANAR10100N17	NANKANG AR-1 265/35/18 FRONT TYRES	133.33	MANDATORY
2953018NANAR10100N17	NANKANG AR-1 295/30/18 REAR TYRES	204	MANDATORY
YSR-356MM-FRONT-BBK	YELLOWSPED RACING 356MM FRONT BRAKE KIT	1090.17	MANDATORY
YS01-BM-PPR022	COILOVERS	1307.5	MANDATORY
T-S65-DP	TEGIWA PRIMARY DECATS	150	MANDATORY
EVOLVE-R-E92	TEGIWA/EVOLVE REMAP	416.66	MANDATORY
YSR-CAMBER-E92	REAR CAMBER ARMS	93.64	MANDATORY
YSR-TOE-E92	REAR TOE ARMS	160	OPTIONAL
YSR-SUPPORT-E92	REAR LOWER SUPPORT ARM	45	OPTIONAL
POWERFLEX-MV8	POWERFLEX BLACK KIT E92	650	OPTIONAL
TEGIWA CF INTAKE E92	TEGIWA CF INTAKE E92	983.33	OPTIONAL
MV8-CM	CLUTCH MASTER CLUTCH	926	OPTIONAL
TEGIWA-FL-S65	LIGHT WEIGHT FLYWHEEL (OE REPLACEMENT) 6KG	360	OPTIONAL
BM-3-92-M-FD1	FRONT LIP BMW M3 E92 / E93 (PREFACE MODEL)	119	OPTIONAL
T-E92-28MM-ARB	TEGIWA 28MM SOLID FRONT ANTI ROLL BAR	166.66	OPTIONAL
YSR-FCONT-E92	TEGIWA FRONT UPPER CONTROL ARMS WITH SPHERICAL BEARINGS	220	OPTIONAL
SPF3941-95K	SUPERPRO FRONT LOWER CONTROL ARM BUSH (CAMBER INCREASING 1 DEG)	105	OPTIONAL

All parts are available from:

TEGIWA Europe
Tegiwa House
Sutherland Road
Longton
Staffordshire.
ST3 1HZ
WWW.TEGIWAEURO.COM

2. Mandatory Sponsor Decals:



3. Nominated MAHA Rolling Roads (Check that the operator has a calibration certificate no older than 12 months before booking):

<p>EDM (Bicester) E.D.Motorsport, Unit 7 Field Farm Business Centre, Nr Launton, Bicester, Oxfordshire, OX26 5EL Tel 01869 278 942</p>	<p>Revivals (Duxford) Revivals Garage Lodge Road Thriplow, Royston Herts SG8 7RN Telephone: 01763 208043</p>
<p>T1 Motorsport (Stoke) T1 Motorsport LTD Tegiwa House Sutherland Road ST3 1HZ Tel: 01782 950315</p>	<p>Alive Tuning (Louth) Unit 1 & 2 Meridien Centre Belvoir Way Fairfield Industrial Est. Louth Lincolnshire LN11 0LQ Tel: 01472 812900</p>