



Castrol BMW Race Series

Driver Newsletter 6 – January 2009

E30 Engine Modifications: Two areas of concern were highlighted to you all in Driver Newsletter 5, sent out last in December, and we just want to follow up on them.

1) M40 engines for 318i. In particular, the use of incorrect pistons and conrods, that were never used in M40 engines fitted to E30's? The only parts that are eligible are:

Pistons = 11 25 1 709 973-976

Conrod = 11 24 1 727 239

A different version of the M40 engine was installed in early E36 models and even though they were produced at the same time as the run out of E30's, they contained different pistons and conrods that are not allowed in the E30 series. To refresh your memory, the E30 regulations state:

1.6.1.1 Only the 8-valve, four cylinder engine (designated M40) or the six cylinder engine (designated M20) fitted to the BMW E30 318i or 320i models is eligible - - -

2) Engine balancing. The rules are very clear - removing any metal is strictly forbidden. Please refer to the following section from the E30 technical regulations:

1.6.1.2 For the benefit of doubt, (this includes grinding or machining or lightening) the engine must retain the standard specification block, pistons, crankshaft, con-rods, flywheel, cylinder head, camshafts and valves. All parts must be the standard (original BMW parts).

Some competitors have taken it upon themselves to ignore this rule (either knowingly or by not instructing their engine builders correctly), and have their engines balanced, which includes "grinding, machining or lightening". Ultimately you are individually responsible for ensuring your car complies with the specs. This then results in a disparity from those who have strictly adhered to the specs and not carried out any balancing. The issue of "longevity" has been cited as a reason for balancing. As we all know, the M20 and M40 engines typically have a great record of long life, and for anyone to suggest that racing them with the same factory rev limits, without "balancing" will have a significant impact on longevity is only looking for an excuse to machine parts outside of the regulations. Crankshaft journal regrinding, reboring of blocks and ring-land regrooving, within the manufacturer's (and the E30) specs is not classified as balancing. Other areas are well covered within the specs.

The Committee is very disappointed that we are in the difficult position of being forced to make decisions on something that is very clear. The majority of you have adhered to the rules and simply want parity and fairness – obviously, this is what we strive to achieve. Short of banning a large number of cars, we propose to offer an "amnesty" to anyone who has balanced their engine. The amnesty will require drivers to provide exact details of exactly how their cars do not comply - once again, ignorance is not an excuse and you must confirm with your engine builders exactly what has been done to your car. Your declaration should go to the Secretary (Grant Clegg) and can be e-mailed, posted to the Club address or delivered at Pukekohe on the 24th. Those who come forward will be allowed to run with their balanced engine, without fear of additional penalty, apart from having to carry an additional 30 kg for the rest of the season. **Anyone found to have ignored the rules AND the amnesty risks suspension or expulsion from the series.**

The Committee has decided that this is the fairest way to address this topic for the remainder this season. Please remember it was not the Committee that infringed/broke the rules/specs. A decision on whether a similar amnesty will apply for the 2009/10 season will be made at the end of this season. If you have a specific query or comment, please address that to the Committee. Gentlemen – no open letters, please!

Race Registration: A further reminder that all drivers (in both classes) are expected to have signed the NEW application form and given it to Grant Clegg before you compete in the next races, as a way of declaring the validity of your car and confirming your acceptance of the new race series rules. The form can be downloaded from the Race Series website, under "Series Information". **NO FORM = NO RACE!!**

Round 3: Finally some good news! Today's update from HRC shows a healthy total of 70 BMW entries for this month's meeting, with a record 49 E30's, plus 21 in the Open class. A few regular entrants are not yet on the list, so hopefully there will be a late surge of entries, pushing the total towards 80 BMW.

Season Finale: As advised previously, our final round will be at Pukekohe, not Hampton Downs. ☹ To accommodate some shuffling of Tier 1 dates by MNZ, HRC have made a further change to their own calendar. The weekend of **March 21st & 22nd** is now confirmed for our final meeting, not the 28th & 29th.