

BMW Race Driver Series

E46 Technical Regulations

2020-2021

1. GENERAL DESCRIPTION

The objective of the series is to give competitors the opportunity to compete in motorsport without the burden of a high cost investment to develop and run a car.

To achieve this, performance enhancing modifications are strictly limited.

Driver capabilities should be the paramount factor in winning races.

The E46 Championship is for Right-Hand-Drive BMW E46 320i Models, in both 2-door / 4-door body styles (excluding hatchback models) that were produced by BMW for sale to the general public, as shown in sales brochures.

This can be verified by using the chassis number.

Other body styles are not eligible for this E46 class.

The E46 320i must use the M54B22 24-valve, Double Overhead Cam, 2.2 litre six-cylinder engine.

The E46 concept is intended to provide close racing between drivers and require a simple technical challenge for preparation and setup. The intention of the technical regulations is to create a car that is as safe as possible, fun to drive and yet remain as close to standard as possible.

If you are contemplating any modifications not specifically approved in these regulations, you should contact the BMW Race Driver Series via e-mail: bmwraceseries@hotmail.com.

Note Individual Committee or Series members cannot give you approval or authority. You must get it in writing from the Series.

Competitors must assume that unless a modification is specifically permitted, then it is prohibited.

- 1.1 Cars should be presented at track clean and to a high standard, free from any previous damage at each race meeting. Corrosion, poor paint work or significant bodywork damage/or missing parts (such as front panel lower trim and body moldings) will incur a noncompliance which may result in a points deduction, and/or exclusion from the practice / race or event.
- 1.2 By entering the BMW Race Driver Series drivers acknowledge that they have read all of the technical and operational rules and will abide by them in all respects. They should be aware that any breach of these series regulations will render their vehicle ineligible and will result in sanctions against the offending driver that may include time penalties, disqualification, loss of competition points, suspension and/or expulsion from the series, plus any further penalties deemed appropriate.
- 1.3 The BMW Race Driver Series reserves the right to make technical checks at any time during the racing season, defined as being from the start of pre-season scrutineering through until the completion of parc ferme following the last race meeting of the season. The duration of parc ferme may be based on the driver's position in the championship and will be advised during the last race meeting. Scrutineering inspections may be made at race meetings, or away from the track at the discretion of the scrutineers. Any costs associated with any inspections or tests will be borne by the competitor, including any replacement parts, such as gaskets and fluids, as well as the cost of getting the car to any specified place of inspection.

- 1.4 Security seals will be applied to various components as advised by the Committee and/or scrutineers. The BMW Race Driver Series reserves the right to have these sealed components checked for eligibility purposes. **Removal of, or tampering with these seals, where fitted, without prior authorization will lead to penalties being applied.**

2 - SAFETY REQUIREMENTS

All vehicles are required to adhere to all current MotorSport New Zealand (MSNZ) regulations in relation to Driver & Vehicle Safety – refer to NZ Motorsport Manual No. 36, Appendix Two, Schedule A, available in hard copy or on-line: <https://manual.motorsport.org.nz/>. This includes any amendments or subsequent versions issued by MSNZ.

2.1 Required Safety Equipment

1. An MSNZ approved competition seat designed for use with five-point or six-point harnesses; with appropriate mountings; must be fitted in accordance with App Two, Sch A, Part 1, Article 4.7.
2. A suitable MSNZ approved five-point or six point harness mounted as detailed in App Two, Sch A, Part 1, Article 4.4.
3. A MSNZ approved handheld fire extinguisher is mandatory as per App Two, Sch A, Part 1, Article 4.8.
4. A MSNZ approved multi-point safety cage compliant with App Two, Sch A, Part 2, Article 4.6 with side intrusion bars is mandatory. Alternative safety cages are acceptable provided they meet the following criteria:
 - i. The safety cage design, construction and installation must satisfy all MSNZ regulations.
 - ii. The safety cage material must be of unalloyed carbon steel. NOTE: Chrome Moly is not permitted.
 - iii. Triangulation between the safety cage front legs and front strut towers is permitted.
 - iv. Safety cage padding must be fitted as required in Article 4.6, (6).

5. **Frontal Head Restraints (FHR):** These are mandatory.

All occupants must wear FHR during all qualifying and races that are part of the BMW Race Driver Series. Failure to do so may result in a penalty or disqualification.

- a) FHR devices must be made to an approved standard and fitted and worn as per App Two, Sch A, Part 1, Article 4.2.:

3 – CHASSIS & EXTERIOR/BODYWORK

3.1 Required Equipment / Modifications:

- a) The chassis design and material must remain as standard. Lightening or reducing chassis strength is prohibited. Other than the reinforcement of rear subframe mounting points, additional strengthening of the chassis is prohibited (e.g. seam welding). The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness and contour. For the benefit of doubt, chassis is defined here to include the body shell, wings, bonnet, boot-lid, roof, panels, floor and all bumper bars and support devices.
- b) Except as specifically permitted 3.1a, the steering system including rack, tie rods, front sway bar, steering arms and column shall remain as standard E46 fitment.

- c) Towing eyes must be fitted and identified as per App Two, Schedule A, Part 1, Article 5.15 of the MSNZ Manual. To avoid damage caused by a solid metal towing eye a soft webbing-type strap must be used on the front of all cars.
- d) The following items must be removed – tow bars, mud flaps and non-retractable aerials.
- e) Factory front bumpers (excluding M3) must be used and must be complete with all internal structure as factory.

3.2 Modifications permitted, but not mandated:

- a) It is permissible to remove the factory applied body under seal.
- b) A strut brace between the front strut towers may be fitted, either bolted or welded in place.
- c) Sunroof mechanisms may be removed entirely and replaced with any material of your choosing so long as it meets MSNZ safety requirements. Alternatively, the complete roof panel may be replaced with another standard roof that does not have a sunroof.
- d) A metal skid plate may replace the plastic panel that protects the sump and lower engine provided that the plate is not more than 100mm wider than the sump and extends no further back than the front bulkhead. It cannot be designed in any way which would further enhance aerodynamics.
- e) A metal skid plate may be fitted to cover the fuel tank. The plate itself may not extend more than 100mm beyond the tank in any direction. It cannot be designed in any way which would further enhance aerodynamics.
- f) A boot spoiler may be fitted to the rearmost edge of the boot lid. This spoiler must be of the same material and dimensions as BMW part number **51 71 0 018 269**. No other style of wing or spoiler is permitted.
- g) The bonnet catch mechanism may be replaced with an alternative device provided the bonnet remains adequately secured.
- h) Power assisted steering may be disabled but all other steering components must be retained in their standard form, as per 3.1b.
- i) The internal door structures may be modified to remove unnecessary weight, but the exterior door panels must remain standard.
- j) The side windows may be replaced with an approved polycarbonate type material, such as Lexan.
- k) Front Headlights may be removed but are required to be replaced by a good fitting blanking plate.
- l) Rear subframe chassis reinforcements are permitted.

3.3 Modifications strictly prohibited:

- a) All spoilers, dams, splitters, aero foils and diffusers are prohibited, other than the spoiler mentioned in 3.2f.
- b) The use of any under-trays, diffusers or any other aerodynamic device fitted to the underside of the vehicle other than those fitted as standard are prohibited but refer to 3.2d & e.
- c) Except as specifically allowed no external body parts may be modified in any way to improve the flow of air around the vehicle or into the engine / engine bay.
- d) Use of window tinting film is not permitted but refer to 12.2e.
- e) Plan view must be as standard with no extensions to wheel arches permitted.
- f) All bumpers must remain in complete original condition. All bumper dampers, bumper mounting brackets, mounting points and trim must be retained as fitted standard by the factory.

4 – INTERIOR

4.1 Required Equipment / Modifications:

- a) All standard seating must be removed. The driver's seat must be replaced as per App Two, Schedule A, Part 1, Article 4.7 of the MSNZ manual. If a front passenger seat is installed this must also comply with the above article.

4.2 Modifications permitted, but not mandated:

- a) An aftermarket steering wheel may be fitted but must comply with App Two, Schedule A, Part 1, Article 6 of the MSNZ manual.
- b) Any interior trim (including dashboard trim, sound proofing and heat shielding may be removed, but boot and door locks and catches must remain in place but can be disabled for safety reasons.
- c) The dashboard may be modified (but not removed entirely) to allow the fitting of the safety cage and the opening/removable glove box unit may be removed provided the dash remains securely fastened.
- d) Interior door trim panels may be removed. If removed they must be replaced with an alternative door panel that protects the driver from sharp edges and the intrusion of metal structures in the event of a side impact.
- e) The rear bulkhead may be modified to accommodate the safety cage. Where holes have been cut to fit the safety cage they shall be no more than twice the diameter of the safety cage member to be fitted.
- f) A footrest may be added next to the clutch pedal.
- g) The three pedal pads may be modified by the addition of a non-skid surface.
- h) The heater / demisting unit can be removed.

5 – ENGINE& RELATED COMPONENTS

5.1 Overview

- a) Only the 24-valve, six-cylinder engine, designated M54B22, is eligible.
- b) Except for the allowed modifications shown in these regulations no modification to the engine or any ancillaries, including the fuel or ignition systems are permitted. For the benefit of doubt, this includes grinding or machining or lightening. The engine must retain the standard specification block, pistons, crankshaft, con-rods, cylinder head, camshafts and valves. "Balancing" of engines by the removal or addition of material is specifically prohibited.
- c) Unless otherwise stated, all parts must be the standard, Original BMW parts.

5.2 Cylinder heads

- a) Only the following cylinder head part number is permitted: **11 12 7514 539**
- b) The cylinder head may have the head gasket surface only skimmed (Minimum cylinder head height 139.70mm), additionally cylinder heads may be cleaned and/or decoked, but additional porting, polishing, machining, or any other modifications are prohibited.
- c) Valve seat inserts must be positioned as per the manufacturer's original specifications.
- d) Valve seat inserts cannot be modified other than the machining of the valve sealing surface.
- e) Valves must be original size and design.
- f) Only the sealing edge of the valve may be machined as part of the reconditioning process. The profile of the valve, including head and stem, may not be modified in any other way.
- g) Camshafts – only the following parts are permitted:

Intake = 11 31 1438 079

Exhaust = 11 31 1435 416

5.3 Lower Engine (Block, Pistons, Conrods, Crankshaft& Sump)

- a) Pistons from any of the four BMW OE suppliers are permitted - Mahle, Kolbenschmidt, Borgo or Nueral/Alcan. These must be manufactured to Original BMW specifications, with a maximum oversize of +0.5mm. Pistons from all other suppliers are specifically prohibited.
- b) All three piston rings must be fitted per manufacturer's specifications and normal trade practice.
- c) Conrods must be Original E46 BMW Parts. Under no circumstances can they be modified to alter their effective length.
- g) Non-OEM BMW bearings may be used for the crankshaft. (big-end & main bearings)
- h) The crankshaft may have the bearing surfaces only machined during reconditioning to allow the fitment of oversized big-end and main bearings. However, "offset" grinding to alter the crank throw is strictly prohibited.
- i) The standard sump may have baffles fitted to prevent oil surge as follows:
 - i. Any additional baffles cannot project above the gasket line between the upper and lower sump sections.
 - ii. No other sump modifications are permitted and no additional parts can be fitted to provide any form of windage or scraping effect.

5.4 Fuel System

- a) Fuel pressure regulator, fuel rail and injectors must be the original part and no modification is permitted, including restricting vacuum supply.
- b) The design and location of the fuel tank shall be as per manufacturer's specification.
- c) The standard fuel pump must be used but the pickup can be modified to prevent fuel starvation, or a fuel starvation kit maybe used.
- d) No swirl tanks or other means of fuel baffling is permitted.
- e) Only fuel with an octane rating between 91 and 98 is permitted. It must be commercially available from a New Zealand service station forecourt pump.
Ethanol or alternative biofuels, E85 etc are not permitted.
- f) Fuel must be used as purchased - no fuel additives are permitted.

5.5 Engine Miscellaneous

- a) Gaskets are open in terms of supply but must be manufactured to Original BMW specifications. Only one gasket may be used in any location. For the head gasket the following dimensions are supplied for clarification:
 - **Cylinder Head Gasket** Minimum non-compressed thickness = 0.7mm
- b) Aftermarket Flywheel's are permitted however they must be 240mm in diameter and have a minimum weight of 6.7Kg's.
NB: These weights are inclusive of the three dowels, Ring Gear and Crank Bolts but exclude all other components.
- c) Throttle bodies cannot be modified in any way. For the avoidance of doubt the 320i standard throttle body diameter measured at the butterfly should be 65.0mm. Part Number **1354-7-502-444-05**
- d) The induction system must retain the standard airflow meter and throttle body, but upstream of the airflow meter is free. No mechanical or electrical forced induction is allowed. For the

avoidance of doubt air intake ducting cannot be channeled through any additional holes cut into body work or other components.

- e) The standard exhaust manifold may be replaced with the factory 325/328 unit, part numbers **11 62 1706 538** and **11 62 1706 539**. The remainder of the system is free providing that it shall conform to current Track noise limits.
- f) The standard viscous cooling fan may be removed. The addition of a single electric cooling fan is permitted, and the removal of the factory electric air conditioning fan, if fitted, is permitted. The original radiator cowling may be removed but cannot be replaced by a non-standard cowling. Coolant hose material is free and may be modified to accommodate an additional temperature sender unit.
- g) Radiator – must be an Original BMW radiator that was factory-fitted to an eligible E46 model or an aftermarket radiator of similar dimensions and format to a BMW E46 radiator as described above. In either case the original radiator mounting points must be used.
- h) Only standard, unmodified, genuine E46 320i BMW Siemens MS43 ECU can be used.
- i) The standard ECU can be remapped, but any aftermarket or Piggyback ECU's are not permitted.
- j) Rev limits will be monitored by the scrutineers and must be a maximum of 7000 rpm.
In all cases, if engine revs measured by the scrutineers are higher than the specified limits, this will be deemed a breach of the E46 technical regulations and appropriate penalties applied.
- k) Engine mounts are free in material but must retain the standard height.
The fitment of aftermarket mounts is also allowed provided they support the engine in the same position as the original mounts.
- l) Oil coolers are permitted, in addition an oil catch can may be fitted as per App Two, Sch A, Section 5.1 sub section 5.
- m) Any camshaft and crankshaft angle sensors must remain in their standard unmodified location. This means that mounting points cannot be modified or slotted.
- n) The use of applied High Performance or Friction Coatings on any internal engine or gearbox components is prohibited.
- o) The Standard Air Flow Meter Part No **13 62 1 432 356** with a diameter of 70.0mm, must be used and unmodified.
- p) The Exhaust is free after the manifold but must exit out the rear of the car

6 – SUSPENSION

6.1 Mandatory Equipment / Control Parts

- a) Permitted suspension packages are as follows:
 - i. KONI E46 Series Coil Over Kit
Part number KONI-E46-RS
 - ii. Fortune Auto 500 Series Coils Over kit, Part number **FA-500-E46**
Phone:
New Zealand 021 2949461
International +64 212949461
Location:
Suburb: Rosedale
Postcode: 0632
City: Auckland
Country: New Zealand
Social Media: www.facebook.com/mrpltd

- b) Springs are free in terms of rate but must be the same brand and model as provided in the above kits, however this is restricted to one active coil per corner excluding keeper springs, with stacked “active” coil springs not permitted.

6.2 Permitted Equipment / Modifications

- a) Only the adjustable front camber plates supplied with the suspension package in para. 6.1 are permitted.
- b) Suspension bush material is free, provided they are not made entirely of metal.
- c) All suspension bushes must only use the original unmodified mounting points and brackets, however offsets within bushes are permitted.
- d) Adjustable Rear lower arms are permitted to allow for rear camber adjustment.
- e) A standard BMW E46 front and rear anti roll bars with a maximum size of 24mm Front and 18mm rear diameter are permitted.
- f) The maximum allowable negative camber is 3.5° at the front wheel and 3° at the rear on either side, measured on a level surface with the car in full race trim meeting minimum weight requirements including driver.
- g) Minimum ride height is 85 mm under the lowest point of the front jacking point on the chassis with driver inside at weigh in state.

6.3 Suspension Modifications Prohibited

- a) No changes to suspension pick up points are permitted.
- b) Aside from suspension bushes (covered under 6.2b & c) and the rear lower arm (6.2d), all suspension components must be of the same design and made of the same material as that on the standard vehicle. Specifically, aluminum components may not be used to replace steel components (or vice versa) and no component may be replaced with a composite material or alloys that include any element of Titanium or Magnesium.
- c) No alterations to suspension geometry are permitted other than that available on the standard car and as per 6.2a&c.
- d) Rod ends or other spherical bearings are not permitted except as allowed in 6.2d.

7 – DRIVE-TRAIN

7.1 Clutch

- a) After market clutches are permitted, however they must fit the 240mm flywheel specified in 5.5b.

7.2 Gearbox

- a) Only the factory 5 Speed Getrag 220 and ZF gearboxes are permitted.
- b) Gear ratios must be as supplied with the gearbox in production form with a 1:1 5th Gear.
- c) After market Short shift gear levers are permitted
- d) Gearbox mounting and location points must be retained and used as intended by the manufacturer.

7.3 Differential

- a) The standard E46 differential must be used, with a final drive ratio of 3.9:1.

- b) Limited slip or locking differentials are prohibited. Furthermore, the differential (including all internal components) cannot be modified in any way, nor have any parts added that might provide any kind of locking or additional frictional action.
- c) Differential mounting and location points must be retained and used as intended by the manufacturer.

8 – ELECTRICAL

8.1 Required Equipment / Modifications:

- a) The battery can be moved from its factory location.
- b) The battery must be fitted in accordance with App Two, Sch A, Part 1, Article 5.5 of the MSNZ manual.
- c) The alternator must remain in its standard configuration and be operational at all times while the engine is running.
- d) Circuit breakers or battery isolating switches can be fitted so long as they comply with App Two, Sch A, Part 1, Article 5.4 (2) of the MSNZ manual.

8.2 Modifications permitted, but not mandated:

- a) Electrical controls (eg window switches and light switches) may be repositioned as required to accommodate any permitted changes to the interior trim.
- b) The size and type of battery is free.
- c) The fitment of a simple shift light (to an rpm source), auxiliary gauges and video recorders are permitted as long as these do not contravene any MSNZ regulations and are adequately secured.
- d) The fitment of “standalone” lap timers, including GPS units is permitted as long as such fitment and use does not contravene any regulations from the meeting organizers or MSNZ.

When fitted these must not require any driver input during a race and must connect to the car for power supply only. Any connection (wired or wireless) to the cars wiring loom, installation of additional sensors or electronics, including data logging or electronic dash displays is not permitted. Data logging is only permitted via the standard OBD2 port.

- e) The following items originally fitted as standard, or as optional extras to the vehicle, may be removed along with any associated wiring:
 - i. Cruise control
 - ii. Air conditioning
 - iii. Headlamp wash/wipe
 - iv. Front fog lights
 - v. In-cabin headlamp height adjuster
 - vi. Check Control console
 - vii. On Board Computer
 - viii. Interior courtesy lamps
 - ix. Boot illumination
 - xiii. Glove box illumination
 - xiv. Electric window switches.
 - xv. Electric mirror control switch, providing mirror adjustment is still available.
 - xvi. Front fog lamps and switchgear
 - xvii. In-car entertainment systems, including speakers, amplifiers, aerials and head units.

8.3 Modifications strictly prohibited

- a) No devices may be added or modified to provide any form of aftermarket traction control, launch control or full throttle gearshifts.
- b) Electrical switches can only be used to operate the function for which they were originally fitted into the car for, and for no other additional purpose.
- c) Aside from any permitted modifications listed in these regulations, including the rerouting of existing wiring, no other changes may be made to the electrical system.

9 – BRAKES

9.1 Required Equipment:

- a) The braking system shall be standard Original BMW equipment, including master cylinder, brake booster, metal brake lines, wheel cylinders and brake calipers. All braking system components must comply with paragraph 9.2.c.

9.2 Modifications permitted:

- a) Brake pad and shoe material is free, but dimensions are to remain as per original equipment.
- b) Brake discs are free in terms of supply but must be of one-piece steel construction.
- c) Standard (non-vented) front discs have a maximum diameter of 286mm and thickness of 22mm. These may be replaced with front discs (and calipers) from E46 325i / 328i models. These discs have a diameter of 300mm and a thickness of 22mm.
- d) Rear discs as per standard fitment. With a diameter of 276mm and thickness of 19mm.
- e) The flexible rubber portion only of the brake lines may be replaced with a steel braided brake line.
- f) To improve front and rear brake cooling the removal of OEM splash guards / backing plates only is allowed. Also allowed for brake cooling is the addition of ducting, but this cannot be designed in any way which would otherwise enhance aerodynamics.
- g) Anti-lock braking systems. The standard ABS system can be removed
- h) Brake proportioning valves to rear line only.

9.3 Modifications strictly prohibited

- a) Aftermarket ABS systems are not permitted.

10 – WHEELS & TYRES

10.1 Wheels

- a) Any wheels are permitted so long as they are of 17" diameter ~~and width 8J with a negative offset of between 35mm and 48mm~~. Competitors are reminded that no modification to the external surface of wheel arches is permitted and that the tire should not foul either the body or chassis when the steering is turned under both static and dynamic suspension load.
- b) The use of wheel spacers is permitted ~~so long as the negative offset combined with the wheel is still between 34mm and 48mm as per above~~.
- c) Standard specification wheel hubs must be retained; however, wheel studs may be fitted to the standard hub.

10.2 Tires


- a) The control tyre for the E46 Championship is the Dunlop 225/45R17 90W DZ03G ~~M5~~ R2. The M5 may be used as runout for the 2020-2021 season.

- b) It is prohibited to alter the tread or tread pattern of the tires. For clarification this includes re-grooving, buffing, skimming, or any other method, including chemical application.

11 – WEIGHTS

- 11.1 Minimum post-race weight including driver for all competing vehicles is 1275kgs. All cars are to be weighed after each qualifying or race session. Drivers who do not present their cars for weigh-in after qualifying will receive point penalties or be disqualified from the qualifying session or race.
- 11.2 As long as no other rules are breached regarding vehicle modifications it is at the driver's discretion how and where the additional weight is achieved, subject to App Two, Schedule A, Part 1, Article 6.1 of the MSNZ manual.

12 – VEHICLE LIVERY

- 12.1 **Series Sponsor Decals**– The following decals are mandatory and must be fitted as supplied to race cars at all BMW Race Driver Series events. (see Appendix 1)
- a) BMW Race Series number box – both sides, front door, within 40mm of front edge of door.
 - b) Windscreen Banner –top of front windscreen, using a minimum 100mm of the supplied banner, including the BMW Race Series logos, and up to the full width of the banner. (approx 200mm)
 - c) Bonnet Decal (580 x 135mm) – (TBA) centreline of bonnet, no more than 75 mm from BMW bonnet badge and oriented so that the writing is the correct way up, as viewed from in front of the car.
- 12.2 **Other BMW Race Driver Series Signage** – The following signage, to be supplied by the competitor unless stated otherwise, must be fitted to race cars at all BMW Race Driver Series events.
- a) Race Number must be on both sides, and printed onto or included inside the number box. Must comply with App Two, Schedule A, Part 1, Article 6.2 of the MSNZ requirements in terms of size, colour, font, etc. Minimum of 280mm high, stroke of 50mm, solid black (on the supplied white background), font to be Helvetica, or similar. Helvetica font is shown here 
 - b) Driver Name – The driver surname at a minimum must be shown on both rear side windows, close to lower edge, minimum of 80mm high, 10mm stroke, white or fluoro yellow/green in Helvetica or similar font.
 - c) Screen Numbers – both front and rear screens, passenger side upper corner, minimum of 150mm high, 20mm stroke, white or fluoro yellow/green in Helvetica or similar font.
 - d) Novice Markings – The FIA mandated novice sticker must be run in a visible location on the rear of the car. These will be supplied to the competitor by the race series. Regardless of previous race experience in other classes drivers who are new to the BMW Race Driver Series must carry this sticker.
 - e) Windscreen - To provide sun shading, additional material may be added below the windscreen banner, to a maximum total depth of 200mm at any point, including the windscreen banner. This additional material shall be a single solid color in black or similar to the BMW Race Driver Series logo, with no additional wording or graphics.

12.3 Personal Signage

The following restrictions apply to any personal signage or sponsorship carried on cars competing in the BMW Race Driver Series.

- a) **Front Screen** – This area is reserved exclusively for the series sponsor and apart from screen numbers (see Appendix 1) no other signage can be carried on the front screen.
- b) **Rear Screen** – Personal advertising may be fitted to the rear screen, so long as it complies with App Two, Schedule A, Part 1, Article 5.11 (a) of the MSNZ manual and to Warrant of Fitness regulations (if applicable).
- c) **Number Boxes** – No signage at all shall be fitted to the front doors in the area immediately above or below the official race number box, or within 50mm either side of the box. It is permissible however to carry personal signage anywhere on the sills provide it complies with all other regulations regarding signage.
- d) **Competitive Signage** – No signage for any brands that compete with any of the series sponsors can be carried on the front section of the car - defined as being all panels “forward of a line through the rear edge of the number boxes on each door”. The Committee decisions on any conflicting advertising are final, as are any decisions to introduce new/additional series sponsors.



Appendix 1– Vehicle Livery
(Refer Section 4)

a) Race Number Box*

To be located within 40mm of the front of the door panel.



b) Windscreen banner

May be deeper than 100mm, but plain colour only



c) Front screen number*

Passenger side, white or fluoro yellow/green



d) Bonnet decal

Centred, no more than 75mm from bonnet badge.
Space reserved for organiser use.

e) Rear screen number*

Passenger side, white or fluoro yellow/green

f) Novice Sticker

Drivers side top of rear screen.



h) Driver Name*

Both sides, bottom of rear side window



* = Items to be supplied by driver