

BMW CCA Club Racing 2010 Rule Change Requests

The table in this document summarizes the changes in the 2010 BMW CCA Club Racing Rules that were requested by racers. Each item lists the summarized change request, the area of the rules to which it applies, the action taken by the Rules Committee, and the rationale for that action.

Requested Change	Applies To:	Committee Action	Rationale
Allow any DOT spec street tire as a rain tire on a 16- or 17-inch wheel size.	SpecE36	Declined	This would violate the spirit and intent of the SpecE36 series, which is to standardize car components so that the emphasis is on driving, not improving speed through car modifications. A new, specific rain tire has been selected and added to the SpecE36 equipment list.
Allow aftermarket rear lower control arms.	SpecE36	Declined	Reinforcement of existing parts remains cheaper than buying new adjustable aftermarket parts. Such a rule change would also introduce a greater variable for adjustability than is intended in a spec class.
Allow the use of BMW factory spherical bearings (PN 33 32 6 775 551) in the lower outboard location of the rear control arm.	SpecE36	Declined	In addition to the extra cost, this would change, to some degree, the nature of the SpecE36 suspension package. In a spec class, controlling costs and standardizing components is more important than improving the speed potential of the class overall.
Allow the use of the BMW front strut tower reinforcement plates.	SpecE36	Declined	The BMW part does not fit together with the SpecE36 camber plate as designed.
Allow removal of windshield washer bottle and associated hoses.	SpecE36	Approved	Removal adds no cost and does not constitute a competitive advantage and cars must still make minimum weight.
Allow use of aftermarket coolant overflow tank (OE not reliable)	SpecE36	Approved	OE coolant overflow tank can be a source of coolant leakage. Aftermarket tank offers no competitive advantage. This is approved as a safety measure.

Allow use of aftermarket brake caliper bushings	SpecE36	Declined	Since such bushings may alter braking characteristics they could provide a competitive advantage.
For E30 M3 cars that are otherwise stock, with the only exception being a 2.5L conversion using BMW/OEM crank, nut spacer and pistons, the car will be allowed to run in JS with the addition of 200 lbs, to be marked as "2.5L weight", and placed on the driver side rear floor and securely bolted in place following installation requirements the same as any other required ballast. A contrasting, legible decal must be placed on each of the rear side windows at least 3" high "+200". The weight addition allows an otherwise Stock class E30 M3 with a 2.5l lower end to run in class JS at the racing weight without driver of 2933 lbs. Any other modifications or additions such as, (including but not limited to) cams, injectors, AFM etc, will require the car run in the appropriate Prepared or Modified class as the car preparation determines.	Stock	Declined	Existing rules cover engine upgrades and swaps. These are choices made by the racer, knowing in advance the class in which the car must subsequently compete.
Add to the appeals process: "The appeals process is strictly a review of the prior decision reached, and not a de novo review: i.e., is the finding/penalty that was previously made correct under the rules, and if the decision involved discretion, was there an abuse of discretion that was arbitrary and capricious. The appeal is limited to existing information originally submitted. New information, even if unavailable at the time of original penalty/protest investigation/	Protest/Appeal	Declined	The appeals process is intended to provide a final recourse to a racer who believes that he or she was incorrectly penalized at an event by a Competition Steward or Protest Committee. The appellant should be allowed to introduce relevant evidence as long as it is done so within the

assignment, will not be considered."			time frame required for appeal submission, and thereafter if the appeal committee directs.
Add bonus points to be part of the national points system for track records set in class, and/or for pole position in class, and/or for fastest lap.	National Points System	Declined	The points system is currently sufficient for determining regional and national champions in class. The intended purpose and spirit of BMW CCA Club Racing is that the fun of competition is more important than the accumulation of points; therefore, adding more opportunities to accumulate points is not necessary. A secondary reason for declining this request is that it would place an additional (and in the opinion of the Committee) unnecessary burden on the volunteers who administer the timing and scoring and points processes.
Allow all E30 chassis cars to use the factory E30 convertible front reinforcements.	Stock, Prepared	Approved	The concept of using factory reinforcements to help strengthen aging chassis is reasonable.
Allow removal of fender well liners.	Stock	Approved	Stock class car owners may remove, or more probably, avoid replacing damaged fender well liners to reduce costs, since the removal does not result in a competitive advantage.

Allow removal of the air conditioning compressor, lines, and receiver drier in addition to the condenser as currently allowed.	Stock	Declined	Removal of parts considered unnecessary by the racer is not a tenet of Stock class philosophy.
Allow disabling of cruise control systems.	Stock	Approved	The disabling (but not removal) of the cruise control may contribute to safety, and offers no competitive advantage.
Require that: "Any required decals are to be replaced on a bi-annual basis, or upon degradation of appearance including tearing, fading, cracking or peeling. Door panels may be replaced as needed, not subject to bi-annual replacement."	General	Declined	This change would require extra work by racers and extra expense to sponsors. While some decals may look bad after a time, some still look pristine after years on the car. It remains the responsibility of the stewards to require competitors to satisfactorily maintain their cars' appearance.
Require that: "Rules change requests submitted but not incorporated in the proposed rules shall be posted concurrently but separately on the club racing website, along with a brief explanation as to why the request was not incorporated in the proposed rules."	Rules Process	Approved	Racers should be able to comment on all rule change requests, not just those approved by the Committee.

<p>Add the following language to the Protest section: "While the right to protest in certain circumstances is undoubted, the philosophy of BMW CCA Club Racing should be remembered before lodging a protest of any type.</p> <p>"The philosophy of BMW CCA Club Racing is to offer all BMW CCA licensed club racers a competitive driving experience conducted in a fun, safe, and friendly environment on a reasonably level, class-based playing field for all types of factory authorized or constructed BMW's. The primary emphasis is on clean driving and machinery preservation.</p> <p>"All competitors are expected to conform to the stated philosophy, the rules and to embrace the spirit of BMW CCA Club Racing. That spirit is founded in the belief that the fun of the friendly competition is more important than the results and that mutual assistance among racers when possible enhances the experience for all.</p>	<p>Protests/ Appeals</p>	<p>Declined</p>	<p>Repeating statements or philosophy already in the Preface is redundant. A prefatory paragraph concerning the intent of the protest process was already added to the 2010 rules.</p>
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<p>Add the following language as subparagraphs c, and d, respectively:</p> <p>"c. Reasonableness. It is expected that protests shall be reasonable, logical, and based on sound evidence, thus well founded. A well-founded protest shall further be defined as one upon which reasonable men or women may differ. A protest may be well founded even if not upheld.</p> <p>"d. Vexatious or Bad Faith Protests. A protestor who has acted in bad faith or in a vexatious manner may be penalized by the event steward or rules committee for unsportsmanlike conduct. Penalties may include for example, verbal or written reprimand, relegation within the field or results, disqualification, loss of points earned, a 3,6, 9 or 13 month probation penalty (as allowed for under SECTION 2, General Rules, Subsection B;) or any combination of the preceding as the penalizing entity sees as reasonable or appropriate."</p>	<p>Protests/ Appeals</p>	<p>Declined, pending racer comment</p>	<p>We prefer our stewards and protest committees to mainly deal with the facts and evidence available to them. The protest committee already has the authority to deny any protest it deems to be spurious or a nuisance. Competition stewards are already authorized to assess penalties for unsportsmanlike conduct or personal conduct that is not is keeping with the spirit and philosophy of BMW CCA Club Racing.</p>
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<p>Revise Modified class structure to better reflect the various engine sizes that BMW produced over the last four decades, and with an eye to the number of cylinders. Then take it further by reclassifying existing Modified class cars using a table of displacement-to-weight Ratios instead of simple displacement limits. Then examine the performance potential of the various engines offered by BMW over the years and attach a “performance potential” factor to each.</p>	<p>Modified</p>	<p>Deferred</p>	<p>The complete restructuring of a major portion of the Club Racing classification system requires more research, evaluation, and development that can be accommodated in the rules change process. These recommendations will be considered in an upcoming assessment of the BMW CCA Club Racing classification structure. (Racers are cautioned that this statement does not express or imply that a change in the classification structure will happen; only that it will be examined to determine if changes are needed and if so, the extent of such changes.)</p>
<p>Create a class expressly for E30 M3s, with a goal of attracting and consolidating a dwindling number of E30 M3 chassis into a competitive class.</p>	<p>E30 M3 Touring</p>	<p>Approved</p>	<p>For some years, the E30 M3 was the mainstay of Club Racing and fielded the largest classes. Attrition and Stock class cars moving to Prepared reduced the J Stock fields, while the introduction of new chassis in the class made the E30 M3 less competitive in J Prepared. Club Racing's policy is to make a place for every BMW to race but it is not practical in a class-based system to ensure that every BMW be in a class where they are competitive front runners. However, in this case, it may be possible to provide a special class that is more than Stock but less than Prepared where racers with E30 M3s can find closer competition within larger single-class fields, if they choose to race there.</p>

Change the Racers Advisory Committee representative to the National Appeal Committee from an annual appointment to a per-case appointment.	Appeals	Approved	This proposal by the RAC is reasonable, provided they meet the narrow time frame for appointing a representative each time a National Appeal Committee is convened.
Include a rule that defines when a car is actually along side another car, to help eliminate misapplied penalties for cars involved in incidents while passing on the inside of turns and contact occurring as the outside car turns down toward apex after beginning the turn wide.	Passing	Declined	The rules already address passing protocols. Racers, by their nature, want to pass cars in front of them, but in BMW CCA Club Racing, they must remember that safety, sportsmanship, and equipment preservation are paramount, and that leaving each other racing room is more than a concept; it's a requirement.
Eliminate the requirement for a right side net for cars with seats that have a built-in head restraint system.	Safety	Declined	The halo, head wing, or such type seats used in some Club Racing cars today do not extend far enough forward to eliminate the possibility of the head moving forward of the wing at the same time that a side load from a subsequent impact could force it left or right with catastrophic results. The right side net helps prevent such movement in that direction.
Allow non-BMW chassis with BMW engines in Super Modified class. Allow BMW chassis with non-BMW engines in Super Modified class.	Super Modified	Declined	There was no compelling reason to alter the fundamental basis for eligible cars in BMW CCA Club Racing.

<p>Increase membership of the Rules Committee to include the Club Racing Chairperson, National Competition Steward, National Technical Steward, National Safety Steward, a Regional Technical Steward selected by the Regional Technical Stewards, a Regional Competition Steward selected by the Regional Competition Stewards, and all six members of the Racers Advisory Committee, for a total of 12 members.</p>	<p>Rules Process</p>	<p>Declined</p>	<p>The various elements of the Club Racing staff and the RAC are already represented on the Rules Committee. Enlarging the Committee to 12 members would make it unwieldy and greatly increase the amount of time necessary to conduct business. The current Rules Committee streamlined its processes by eliminating the potential for tie votes, with the Chairman voting only in the case of unavoidable ties dues to member absences, abstentions, and conflicts of interest. This policy has been incorporated into the proposed 2010 rules.</p>
<p>Create a "Preservation" or "Historic" class structure in Club Racing for 4-cylinder Powered cars to run in since BMW no longer produces 4- cylinder cars. Classes could be designated as JSH for a J Stock car in Historic sub-class, IPH for an I Prepared class 4- cylinder car in Historic, DMH for D Mod 4-cylinder car, etc. Basic entry criteria for entry into Preservation/Historic sub-class is model year of 15 years old or older from last production year.</p>	<p>Classification</p>	<p>Declined</p>	<p>BMW CCA Club Racing is not a vintage racing series. While we appreciate and welcome older BMWs, we do not see a need to further dilute the class structure by creating historic classes.</p>

<p>To level the playing field in DM between 4- and 6-cylinder cars, create DM subdivisions of DM4 for 4-cylinder cars and DM6 for 6-cylinder cars.</p>	<p>Classification</p>	<p>Declined</p>	<p>Creation of more class subdivisions for the purpose of giving more cars the opportunity to finish in first place is not compatible with the current class structure philosophy.</p>
<p>Change the season cycle so that each season ends just prior to Oktoberfest, so that points championships can be awarded at an annual Club Racing Awards Banquet at Oktoberfest.</p>	<p>Multiple</p>	<p>Deferred</p>	<p>Changing the time basis of the racing season significantly impacts the organization's administration, personnel, rules process, sponsorship contracts, and interaction with the BMW CCA budget cycle, among other things. To better consider this suggestion, the entire Club Racing organization, not just the Rules Committee, must be involved with the research and evaluation of such a move. The Club Racing staff will do so in the coming year.</p>
<p>If approved, the E30 M3 Touring class will be eligible for championship points, along the same lines as the other classes, with specific distinctions:</p> <ol style="list-style-type: none"> 1. The points system will be the same as other classes. 2. The award/trophy presented to the annual class winner will be named "The Stan Parker Memorial E30 M3 Touring Car Trophy." <ul style="list-style-type: none"> - Stan was involved with CR from the very beginning, and his pride and joy was his 	<p>Multiple</p>	<p>Point #1 is approved; all others are declined</p>	<p>Point #1 - All BMW CCA Club Racing classes should be treated the same regarding the awarding of points and championships.</p> <p>Point #2 – Stan Parker indeed made a large contribution to the program and should be remembered for it. However, it is a sad but unavoidable truth that in the coming years, more and more great volunteers will, unfortunately, give the program more reasons for memorialization than we have opportunities to do so. We prefer to not single out individual classes to use as</p>

white E30 M3 and he raced E30 M3's for Ray Korman in IMSA.

3. The overall yearly class winner will receive a rotating trophy, where the winner holds the trophy for the year, and then returns it at the end of the year, to have the next winners name inscribed. Upon return the previous winner will get in place a memorial trophy.

4. The prior year's winner will have the privilege of running the number "1" for the following year. This number will be retired from regular CR circulation as of 1/1/2011 and reserved for the prior years' annual class winner of the E30 M3 Touring Car class going forward.

5. If we can get BMW NA or BMW AG or BMW Motorsport or BMW Mobile Tradition to agree, the overall class winner will have the opportunity to participate in the Lime Rock Vintage festival presented by BMW, alongside the factory M cars (M1, CSL etc.).

memorials in perpetuity.

Point #3 – The basic purpose of BMW CCA Club Racing is to have fun, and the competition is more important than points, championships, or trophies. In addition, we believe all classes should receive the same treatment, and its competitors eligible for the same type of awards.

Point #4 – The car numbering system should not be changed to favor a single class.

Point #5 – Sponsorship should benefit the entire program. It goes against the basic tenets of the program to have participants in one or more classes competing for prizes of value, or to single out one class winner to represent the program in a vintage event when other vintage cars compete in other classes.