

# CARIBBEAN

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 TITLE & JURISDICTION:

The 2024 Tropical Shipping BimmaCup Caribbean Championship is a motor sport series organised, promoted and coordinated by Friends of Motorsport Inc. (FOM), Hopewell Plantation, St. Thomas, Barbados.

**bimmacup@gmail.com**

### 1.2 OFFICIALS:

Co-ordinator: Greg Cozier

Secretary: Spencer Hutchinson.

Eligibility Scrutineer: Stuart White.

Stewards: TBA on event-by-event basis.

### 1.3 COMPETITOR ELIGIBILITY:

The BimmaCup Caribbean Championship is an open championship. Competitors must hold a valid FIA Competition License.

### 1.4 REGISTRATION:

- All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Championship Organiser prior to the Closing of Entries for the first round being entered.
- The registration fee is US\$250
- A permanent Competition Number for the Championship will be issued upon receipt of entry.

### 1.5 CHAMPIONSHIP ROUNDS:

The 2024 BimmaCup Caribbean Championship will be contested over the following rounds:

Date	Club	Event Type	Scores
24-Feb – 2024	Barbados	BP RallySprint	2
25-Feb – 2024	Barbados	BP RallyCross	2
26-July – 2024	Martinique	Rally Day 1	2
27-July – 2024	Martinique	Rally Day 2	2
23-Nov – 2024	Barbados	VR RallySprint	2
24-Nov – 2024	Barbados	VR RallyCross	2

**CHAMPIONSHIP SCORING OPPORTUNITIES: 12**

**TOTAL CHAMPIONSHIP SCORE FROM BEST: 8**

### 1.6 SCORING:

- Total Championship score will be the sum of the points awarded for competitor's best **8** finishes according to the event organiser's Final Published Results. If a competitor competes in all **12** points-scoring rounds, the lowest **4** scores will be dropped. Missed or cancelled events will score zero points and be counted as low scores.
- Points will be awarded to Competitors, for qualifying heats and overall results, 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 meeting is abandoned, all entrants will receive 4 points.

- Ties shall be resolved in favour of the highest score in the first event in which the tied parties competed, then the next etc.
- Where an event has been shortened it shall still count as a full points scoring round.
- BimmaCup competitors not registered for the Championship will be permitted to compete in BimmaCup races for trophies but shall be ignored in the Event Results for the purpose of calculating Championship points.

### 1.7 AWARDS:

- Event awards will be provided by the Organising Club as is the custom for the motor sport event.
- Championship Awards will be provided by FOM at the end of the season at the final event prize-giving.

## 2. EVENTS & RACE PROCEDURES

### 2.1 ENTRIES:

- Competitors are responsible for submitting correct and complete entry forms with the correct entry fee prior to the closing date for entries before each motor sport event, as is the procedure for the specific event as noted in the event regulations issued by the organiser.
- When entering a motor sport event, whether as part of the championship or not, vehicle MAKE and MODEL should be noted as BIMMACUP.

### 2.2 EVENTS:

- The event disciplines included in the Championship shall be Special-Stage Rally, RallySprint and RallyCross.
- Events will be organised by different organising clubs under different operational regulations and race procedures. Competitors shall receive instructions by the Event Organisers accordingly upon entry to the specific event.

## 3. CHAMPIONSHIP REGULATIONS

### 3.1 INFRINGEMENT OF TECHNICAL REGULATIONS:

- 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** or **Bringing the Championship into Disrepute** may be imposed by the Championship Stewards. This may take the form of a verbal warning, points deduction, fine or exclusion from the event or Championship.
- In matters of dispute, the Championship Stewards' decisions will be final. These will be appointed as needed.

## 4. TECHNICAL REGULATIONS

### 4.1 INTRODUCTION:

- The following Technical Regulations are established on the principal that, if an allowance is not stated, it does not exist.
- 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.

# CARIBBEAN

3. If any doubt exists about the legality or acceptability of any modification, then please request clarification from the Championship Organiser 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 the BimmaCup **Technical File**, spare parts supplied by the manufacturer's official agent, standard pattern parts or by any other means necessary to ensure compliance.
6. If any competitor has difficulty sourcing a component mandated by these regulations, they may apply to the Championship Organiser for a Special Dispensation to use a different component that is more widely available and offers no technical advantage. If accepted by the Organiser, all competitors will be notified and the component added to these regulations.

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

1. Examination of vehicles: The Championship Organiser (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. Costs will be reimbursed by Championship Organiser if no breach is found.
2. Upon such selection being made, the competitor shall immediately place the car under the control of the Championship Organiser 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 Organiser 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 US\$100. Protests of a technical nature must be accompanied by a fee of US\$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 Organiser has the right to:
  - a. Examine any car at any event venue for such period as may be reasonably required and take fuel samples without hindering competitors' ability to compete.
  - b. Retain the car for detailed examination at premises chosen by the Championship Organiser in consultation with event organiser. Inspections will be completed within 5 working days to facilitate vehicle shipping where applicable.
  - c. Seal the car or any of its components and require the competitor, at their own expense, to present the car to any other premises chosen by the Championship Organiser and event organiser for detailed examination by Championship scrutineers 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 safety regulations of the Event Organisers.

#### 4.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must be of sound construction and mechanical condition and be well maintained. The Championship Organiser 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 bolted or welded in place.
2. Sump, gearbox and fuel tank guards are permitted.
3. Only commercially-available, FIA (or ASN) homologated, bolt-in rollcages are allowed. They must be fitted in accordance with FIA Safety Regulations regarding floor plates and must not be modified in any way. Spot-welding of the rollcage feet to the bodysell is permitted.
4. Seam-welding or the addition of spot welds to the bodysell is prohibited.
5. Towing eyes must be fitted front & rear and must have a minimum internal diameter of 60mm; (the towing eye may be of either a suitable rigid or flexible material bolted to the chassis).

#### 4.6 BODYWORK:

Modifications Permitted:

1. General:
  - a. Mandatory fitment of laminated glass windscreen.
  - b. Door, rear quarter and hatch windows may be replaced with 4mm Polycarbonate.
  - c. If the door windows are standard, LIFE HAMMERS must be mounted in the cockpit in such a manner as to be easily accessible by the driver in race condition. If the door windows are replaced with 4mm polycarbonate, they MUST have quick-release fasteners on the bottom edges and a means to push them down into the door.
2. Interior:
  - a. Seats must be replaced with FIA homologated competition seats, with appropriate FIA mountings. Expiry dates will not be enforced but seats must be in excellent condition.
  - b. Seatbelts must be replaced with FIA homologated 5-point or 6-point competition belts, with appropriate FIA mountings. Expiry dates will not be enforced but seats must be in excellent condition.
  - 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.

# CARIBBEAN

- 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 heating and cooling 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 (see BimmaCup Championship Technical File).
  - c. The only permitted rear boot spoiler is the M-Tec (P/n 51712490022 or P/n 51712490023) spoiler or pattern part (see Championship Technical File) or the BimmaCup spoiler available from the series organiser.
  - d. The front and rear bumpers must not be aesthetically modified in any way, and must appear as standard (other than for localised trimming to allow fitment of towing straps).
  - e. Any standard BMW E36 rear bumper is permitted.
5. Ground Clearance: It is permitted to adjust the ride height but under no circumstances must any part of the car be able to touch the ground with two tyres on one side deflated.

## 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), Valeo "solid flywheel" (part number 835017), MS Rallysport flywheel/clutch kit or EFORTISSMO flywheel/clutch kits 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. Upgraded steel engine mount brackets available from the series organizer are allowed.
3. Oil/Water cooling:
- a. Water and oil radiators may be standard, pattern or aluminum 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 event noise restrictions.
6. Ignition systems:
- a. The only ECU permitted is the one supplied by the Championship Coordinator. This will bear a tamper-proof seal.
  - 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 OEM fuel pumps may be fitted without modification to the fuel tank and may be wired to operate in tandem to mitigate fuel surge.
  - c. The fuel pressure regulator must be either standard or the Bosch fuel pressure regulator authorized by the UK BMW Compact Cup. Fuel Pressure testing may be carried out at any time to ensure that the fuel rail pressure does not exceed 4 bar.

## 4.8 SUSPENSION:

1. Modifications Permitted:
  - a. Only the Bilstein suspension kit supplied by the Championship Coordinator is permitted. The front top mounts must be fitted such that the adjustment affects camber only.
  - 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 Track-Control arm mounts. Washers may be placed between front uprights and strut mounts to adjust camber. It is prohibited to alter the front camber by the modification or machining of any part.

# CARIBBEAN

- e. Rear trailing arms may be strengthened by the addition of material. Due to the scarcity of rear trailing arms, tubular facsimiles, with identical geometry and slightly greater weight, are available from the Championship Organiser on an exchange basis. These are the only authorized alternative.
- f. Eccentric bushes are permitted on the rear suspension as are welded camber/castor adjustment plates.
- g. Front Track-Control Arms may be replaced with E30 units.

#### 4.9 TRANSMISSIONS:

1. The standard E36/E46 Compact Getrag gearbox must be retained. The only permitted gear ratios are: 1st: 4.23, 2nd: 2.52, 3rd: 1.66/1.67, 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 bodysheet modification.
4. The OEM differential may be welded solid and the standard (manual t.mission) 3.6:1 CWP retained OR a BMW 188mm final drive may be fitted with 3.9:1 CWP and OEM LSD units modified for extra friction plates.
5. Standard OEM, Z3 or E30 325 driveshafts are allowed.
6. Standard OEM propshaft must be retained.

#### 4.10 ELECTRICS

1. Exterior lighting may be replaced with GRP non-functioning headlamps and taillamps.
2. A single rear brake light must be mounted at the top edge of the rear window and must be at least 100mm in area.
3. Battery size and location are unrestricted.
4. An electric starter motor must be fitted.

#### 4.11 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.

#### 4.12 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. Wheel spacers are not permitted.

#### 4.13 TYRES

1. The Championship control tyre will be the Westlake / Goodride Sport RS 205/50/15 as supplied by Quality Tyre.

2. Each competitor will be allowed to buy six (6) new tyres for the first event of the season and four (4) new tyres per event thereafter. All tyres will be branded prior to delivery and specifically recorded to the competitor. Only tyres marked and recorded to the competitor in the current season may be used by that competitor in that season.
3. If a competitor enters an event, receives their new branded tyres but does not compete in that event, no new tyres will be allowed for that competitor at the next event.
4. Tyres used for practice do not have to be branded, even though the practice may be governed by the Event Regulations.
5. It is prohibited to buff, cut or mechanically modify tyres in any manner. The use of tyre heating/heat retention devices, chemical tyre treatments and compounds is strictly prohibited.

#### 4.14 VEHICLE WEIGHT:

Minimum 1,150 kgs including driver in race condition at any time during the competition or 1,220 kgs if the event is a rally. If ballast is needed it must either be:

1. Fitted in a 2mm covered steel box bolted to the original passenger seat mounts or to FIA seat rails which are bolted to the original passenger seat mounts.
2. Fitted in the spare wheel/tool well which must be covered with a 2mm steel lid.
3. Bolted to the rollcage (which cannot be drilled or welded to) with 8mm U-Clamps.
4. Unitary blocks of ballast may be bolted to the floor of the passenger compartment using a minimum of two FIA seatbelt mounts and Gd. 8 bolts with lock washers or lock nuts. Weights heavier than 10 Kg will require three mounting bolts.
5. In the case of 1. And 2. loose weights must be secured in the box or spare wheel/tool well with expanding foam.

#### 4.15 FUEL

Only pump fuel, available for general sale from service stations, is allowed. No fuel additives are allowed.

#### 4.16 NUMBERS & CHAMPIONSHIP DECALS

Championship Sponsor's decals must be fitted as specified below, the first set will be provided free of cost:

1. BimmaCup windscreen sunstrip must be fitted.
2. Tyre sponsor decals must be fitted over each wheel arch or on the sills next to the wheel arches.
3. Other mandatory decals may be required as the Championship develops and sponsors become involved, in which case, they will be provided by the Championship Organiser and added to these regulations by Championship Bulletin.

Championship Numbers as allocated by the BimmaCup Championship Organiser: For top-center of rear window and leading edge of each rear quarter window: 200mm high x 100mm wide, coloured Day-Glo yellow or orange. For top corner of the passenger side of the windshield: 100mm high x 50mm wide coloured Day-Glo yellow or orange. Driver's surname must be displayed in white lettering 150mm high on each rear quarter-window.