



SPEC E36™ Class

Rules Update Log



Rule Change 2014.1 – November 7, 2014

K. Suspension

- 2. Sway Bars are open to any commercially available swaybar specified for a BMW E36 but must utilize the stock mounting locations and mounting brackets. Swaybar adjustments will utilize either individual hole or sliding collars. No other adjustment mechanisms are allowed. Remote adjustable or blade type bars are not permitted.
 - a. Adjustable links for the front and rear sway bars may be fitted.

SE36 Rules Committee Comments/Rationale: Open sway bars will eliminate any concerns over component availability and lower the cost of entry to the SE36 class. Sway bars represent the final tweak to a race suspension and there is no expectation an open sway bar rule will have any material effect on the competitiveness of a given car.

From the SE36 Trunk kit specification:

5. Tires

- a. BF Goodrich g-Force R1 in size 245/40-17.
- b. Optional rain tire is the Toyo RA1 in 235/40ZR17. Racers already in possession of previously authorized BFG rain tires may continue to use those tires as long as they are serviceable; however, new tires acquired must be the new spec tires.

SE36 Rules Committee Comments/Rationale: The currently specified BFG rain tire is no longer available. This selection represents a more performance oriented rain tire that is marketed as an R-compound track tire. As a result we expect two major benefits 1) longer term availability since this class of tire is less subject to the market driven product refresh cycles than a street tire and 2) a much more capable tire in the event of drying track conditions without being subject to overheating and associated damage.



Rule Change 2014.2 – January 29, 2015

From the SE36 Trunk kit specification:



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5. Tires

- a. Toyo RR in size 235/40/17. Racers already in possession of the previously authorized BFG 245/40/ZR17 tires may continue to use those tires for the 2015 race season. Any BFG tires in use will have a DOT manufacture date prior to 2015 (5214 or earlier).
- b. Optional rain tire is the Toyo RA1 in 235/40ZR17. Racers already in possession of previously authorized BFG rain tires may continue to use those tires as long as they are serviceable; however, new tires acquired must be the new spec tires.

SE36 Rules Committee Comments/Rationale: We are adopting a more cost effective SPEC tire. The current Tire Rack price for the Toyo 235/40/17 tire is more than 20% less than the current BFG R1 (a savings of \$236 per set of 4). The competitive life of the Toyo tire is expected to be at least as good as the BFG tire with some users from other spec classes reporting that it is significantly longer than the current BFG. While a secondary consideration, testing to date indicates that the Toyo RR is capable of producing lap times roughly in line with the BFG. An added benefit of the Toyo RR is the fact they exhibit a more gradual breakaway at the limit. This characteristic should yield a more driveable race car for a wider range of racer skills.



Rule Change 2014.3 – January 29, 2015

A. Suspension

- 3. Camber Plates/Upper front shock mounts
 - c. Adjustable front camber plates to achieve suspension settings are allowed. Adjustable camber plates must be commercially available and specified for the E36 chassis. Mounting points may not be welded, slotted, machined or otherwise modified for additional adjustment.
 - d. Alternatively, the upper front shock mounts and fixed camber plates may be the OE factory parts and Tire Rack fixed camber plate listed in the original Spec E36 components list.
 - e. The negative camber setting at either front wheel may not exceed -4.5 degrees through any method or combination of methods. There is no negative camber limit for the rear wheels.
 - f. The BMW factory front shock tower reinforcement plate (part number 31-31-2-489-795) is allowed. Machining of the plate is allowed to enable proper fitment and full range of operation of either adjustable camber plates or the specified fixed camber plate.
- 7. Rear lower control arms
 - a. Rear lower control arms may be replaced with any commercially available, adjustable camber



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lower control arm specified for the E36 chassis. Lower control arm mounting points may utilize any bushing material or spherical bearings.

b. Alternatively, OEM rear lower control arms may be used and reinforcement (by box welding) is allowed.

13. In the interest of safety, it is strongly recommended that the rear suspension lower wishbones (part # 33-32-1-092-237) be reinforced, or "boxed" by skip welding.

14. BMW front strut tower reinforcement plates (BMW part number 31-31-2-489-795) are not compatible with the fixed camber plates, and may not be used.

SE36 Rules Committee Comments/Rationale: The driveability of the SE36 suspension at the limits is challenging in ways that are less controllable than other race classes. In an effort to make the car behave in a more controllable fashion, at the limit, without devaluing the investment racers have in the "Trunk Kit" we are introducing the option to adopt alternative components to adjust camber in the front (Camber plates) and the rear (Adjustable control arms). The current shocks, springs and spring height adjusters remain the same.

The current fixed camber plates and the OEM Control arms, will remain legal, protecting existing SE36 racer investment.

The wording of the rear control arm rules has been modified to allow aftermarket control arms. In addition the wording for OEM Control arms allowance to be box welded is retained.



Rule Change 2016.1 – August 17, 2016

BMW CCA Club Racing Series SpecE36™ Class Components List

Suspension–Springs

Option 1

H&R E36 RSS ClubSport CoiloverKit ("E36Nurburgring matched springs and dampers, adjustable ride height: H&R Part # RSS-E36-SPEC, The Tire Rack Part # RSS-E36-SPEC).

Option 1A



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H&R E36 RSS Clubsport CoiloverKit with substitute rear spring, H&R part number RF140130.

Note: This rear spring is only allowed to substitute into the TireRack H&R kit. It cannot be matched with the GC/Koni rear damper.

SE36 Rules Committee Comments/Rationale: This rear spring substitution (into the original trunk kit) is specifically selected to cost effectively align the spring rates of the original kit with the new alternate GC/Koni/Eibach kit. The substitute H&R spring is 742 lb/inch linear spring



Rule Change 2016.2 – August 17, 2016

M. Brakes

8. E36 Brake Bushing part number #34 21 6 869 617 may be replaced with alternate materials performing the same function.

SE36 Rules Committee Comments/Rationale: It is not uncommon for worn rubber brake guide bushings to contribute to uneven/angular wear patterns on pads requiring them to be discarded prematurely. The adoption of commonly available brake guide bushing alternatives (usually brass) have proven successful for many applications. It should be noted these metal brake guide bushing alternatives usually requires more frequent maintenance for reliability. This substitution is seen as a budget conscious allowance to extend brake pad life.



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Rule Change 2016.3 – August 17, 2016

P. Body/Chassis/Interior

31. Engine and front bumper under-tray panels may be removed. OEM front bumper under-tray panel and supports may be replaced with an aftermarket or fabricated replacement which when viewed from above does not protrude from the front or sides of bumper cover outline, when viewed from the side does not protrude below the bumper cover outline and terminates a minimum of 2 inches from the foremost leading edge of the front sway bar.

SE36 Rules Committee Comments/Rationale: The stock front bumper under tray is fragile and expensive to replace. This rule allows component substitution with very specific dimensional limitations to provide access to alternate economical options without performance advantage. The SE36 rules committee has no data to suggest this modification provides any performance advantage.