The TireRack

BMW CCA

Club Racing Series

Prepared Class

2026 RULES

BMW Car Club of America

TIRE RACK .com

Quarterly Color Codes:

INTRODUCTION

Club Purpose

BMW CCA Club Racing offers 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 BMWs. The primary emphasis is on clean driving and machinery preservation. The application of common rules and procedures by the BMW CCA Club Racing stewards at each event maintains this philosophy.

Intention

These rules are intended to be simple, easy to read, and brief. The rules assume all modifications or alterations to the stock car, as available by BMW in the United States through its authorized dealer network, are prohibited unless specifically stated herein as being allowed. All competitors are expected to conform to the stated philosophy and 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.

Car Classifications

The **Sport** classes are for race cars with specified modifications to provide an entry point for club racers. All other modifications to the vehicle are for safety purposes only.

The **Prepared** classes allow participation with a higher level of modification than the Sport classes and remain in keeping with the spirit of the “original” vehicle. All Sport class improvements are also allowed in the prepared classes. All Prepared class improvements are also allowed in the Modified classes

The **Modified** classes are for race cars with a still higher level of modification than the Prepared Classes.

Requires a BMW engine

Requires a BMW transmission

Interpretation of Rules

If differing interpretations are possible, a specific rule prevails over a general rule. For example, if a rule states, "no changes giving a competitive advantage may be made" (general rule) versus "Accusumps are permitted" (specific rule), the specific rule prevails over the general rule even though some may argue that Accusumps give a competitive advantage.

No rule Exists in a Vacuum

Read each rule in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflicts with another rule or makes another rule meaningless, that interpretation will be rejected in favor of an interpretation that is not in conflict with any other rule or makes another rule meaningless.

Each rule must be read in its entirety. An interpretation of a part of a rule that conflicts with another part of the rule or makes another part of the rule meaningless will be rejected in favor of an interpretation that gives meaning to and does not conflict with other parts of the rule.

Prepared Classes

I. Prepared classes allow participation with a higher level of modification than the Sports classes but remain in keeping with the spirit of the original vehicle. BMW models with factory installed Forced Induction will not be allowed in Prepared classes. The extreme tunability of the powerplants is not in the spirit of the prepared class rules. BMWs with a prepared level of preparation and Forced Induction are welcome in the PWR class.

II. Prepared classes are based on the sport class of the chassis and model; for example, a chassis/model classed as a J class car in Sports will be a J class car in Prepared.

III. Prepared class race cars are weighed with the driver and safety equipment in the car and total weight must meet or exceed the allowed prepared weight published herein. See Appendix D.

IV. Updating or backdating is allowed provided the converted vehicle meets all specifications of the vehicle to which it is converted.

V. Safety requirements for the Prepared Class are spelled out in the BMW Club Racing Safety and Procedures Rules document.

VI. Consumable items normally subject to wear and tear under street driving conditions may be replaced with replacement parts available from commercial retail sources. Such items include, but are not limited to, the following:

A. Belts

B. Wiper blades

C. Filters

VII. Engine

A. All component part numbers must be identical to those contained in the engine as delivered from the factory to the US market, except as noted in the rules below.

B. The engine must be as delivered from factory.

a) Internal and external hardware (nuts, bolts, etc.) may be replaced with OE equivalent or better items performing the same fastening functions, such as the following:

(1) Studs

(2) Nuts

(3) Washers replacing bolts

(4) All hardware must be the same size, diameter, and weight as OE.

b) No other modifications of any type are allowed after the air filter or before the exhaust port other than those specifically spelled out below (Camshafts).

C. Air intakes, air filters, and air boxes may be replaced.

a) Intake plenums may be swapped and must be OE BMW from the chassis generation being used. For example, a 96 M3 can use a 95 M3 M50 plenum, but an E46 325 with an M54 engine cannot backdate to an M50 plenum.

b) Fuel injection air-metering devices must remain in the stock configuration and operation. Alternate air flow meters (AFM) and mass airflow meters (MAF) that retain the same metering method (air flap, hot wire, or hot film) may be used. AFM may not be substituted for an MAF or vice versa. The wiring and connector for the air-metering device may be altered to allow the use of an alternate legal air-metering device.

c) Vehicles with a design that houses both the mass air meter (such as the E46, E90) and the air box as a single integrated housing may change the housing, transferring the OE air flow meter to the new air box.

D. Stock fuel injection for the chassis, model, and engine must be retained, except models sold in the US market within both fuel injected and carbureted versions, which are given the following allowances:

a) Mechanical fuel injection may be replaced with carburetors.

b) Carbureted cars may substitute up to a maximum of 40 mm downdraft.

c) Jets and emulsion tubes are free.

d) Modifications to the intake manifold to accept a 40 mm downdraft are allowed.

2. Carburetors

a) Four-cylinder engines originally equipped with carburetion are permitted two carburetors.
b) Engines with six or more cylinders that were originally equipped with carburetion are permitted three carburetors.
c) Carburetion in excess of the limits of 1) and 2) above will result in the car being moved up one class.

d) Modifications or changes to the intake manifold to accept additional carburetor(s) are allowed.

e) Throttle bodies, including the connector between the plenum and the throttle body, are free, but must remain in the original configuration

For example, multiple throttle bodies may not be substituted for a single throttle body.

f)

E. Engine Management

a) Engine management systems other than the stock DME are not allowed.

b) ECU software is free as long as the ECU configuration remains stock.

c) Devices that alter, condition, or otherwise modify the inputs to the ECU or the signals from the ECU are prohibited.
d) Alpha-N programming and DTA, Motec, EFI, Split Second, and all other replacement or “piggyback” engine management systems are prohibited.

e) OBDII-equipped cars may retrofit engine electronics to the pre-OBDII factory system that was available on models with the same engine type.

(1) Vehicles originally equipped with OBDI engines may use an engine from an OBDII car and keep the original electronics to the receiving chassis.
(2) For example, E36 325 receiving an M52B28 motor and retaining the original OBDI chassis electronics.
f) Non-OE ignition boxes are allowed for distributor-based engines, such as an MSD box.

F. Fuel injectors are free.

G. Camshafts

1. Camshaft lift and duration may be changed from stock.

2. Cam gears, Vanos shims, and valve seats and springs are free.

3. Alternate valve retainers of the same material as stock and equal or heavier weight than stock is allowed.

4. Cam timing is free.

H. Machining for balancing purposes only is allowed.

I. Pistons

1. All pistons, including aftermarket replacements, must be factory replacement equivalent and match factory dome, dish, valve relief depth, ring groove placement and dimensions, weight and wrist pin height, and so forth.

2. Compression must meet factory specifications.

3. The maximum allowable overbore is limited to the largest available factory replacement piston, not to exceed .040 inch (1.00 mm).

4. The compression ratio may be changed only within the tolerances affected by resurfacing for trueness and must be within factory tolerances.

J. Hoses

1. Any hose or line passing through any part of a bulkhead or panel must be grommeted to prevent abrasion or use an appropriate metal bulkhead fitting.

2. Hoses must be properly anchored to the body or panels at least every 24 inches using protective, cushioned line clamps or factory type line retainers.

3. The SAE pressure safety factor must be a minimum 4 to 1 factor

a) For example, if the engine develops a maximum oil pressure of 100 psi, use a hose that has a minimum 400 psi working pressure.

4. Hoses must be temperature rated to a minimum of 300°F.

5. No slip-on or push-on connections are allowed except as supplied by the factory.

K. Oil Filters

1. Oil filter housings may be replaced with alternate or aftermarket oil filter housings or oil distribution blocks.

2. Remote oil filters may be used with alternate or aftermarket oil distribution blocks that do not incorporate an oil filter housing.

L. Accusumps and Oil Systems

1. Accusumps are permitted.

2. The oil pump and associated pickup may be replaced with an OEM bolt-on replacement.

3. Dual pick-up pumps are allowed for M50, M52, S50, and S522 engines.

4. Dry sump systems are not permitted.

5. The oil pump shaft and sprocket may be altered or replaced for reliability as long as improved reliability is the only purpose and result of the alteration.

a) The bolt may be safety-wired, or the shaft and sprocket may be replaced with aftermarket units that have improved attachments (for example, splined).

b) The sprocket must remain the same size and have the same number of teeth as the original part.

6. The oil pan baffle and oil pan are free.

M. Motor and transmission mounts may be replaced with aftermarket parts of any (including metallic) material but must be the same height as stock for the model year and options of the vehicle.

N. Fittings and adaptors required to add supplementary gauges are free.

O. Spark plugs and spark plug/ignition wires are free.

P. Coils and coil packs must remain stock.

Q. Aftermarket water pumps that increase flow or efficiency and are of the same design type as stock are allowed.

R. Cruise control systems may be completely removed.

S. Emission control systems, in their entirety or in part, may be disabled or removed.

T. Harmonic balancers are free as long as they meet OEM specifications.

U. Under drive pulleys may be substituted for OEM water pump pulleys and alternator pulleys.

V. Stock engine valves may be replaced by aftermarket valves as long as they retain the same dimensions and material as the stock factory parts. Keepers and retainers can also be replaced to accommodate such single groove valve stems.

W. Engine Swaps

1. Engine swaps are permitted.

a) An engine from another model of the same chassis type may be installed, as long as the converted vehicle meets all specifications of the vehicle to which it is converted.

2. The class of the converted car will be based on the new engine (factory published horsepower for the new engine).

a) An engine swap car must use the transmission associated with the donor engine.

b) No other transmissions are allowed.

c) No modification to the transmission or bell housing is allowed.

d) Use of an unmodified alternate factory driveshaft or modified stock drive shaft to facilitate the installation is allowed.

3. E36 Engine Swaps

a) An “E36 Chassis Swap” occurs when a motor and transmission from an E36 standard variant (not E36/7 Z3) is placed within an E36 chassis that is different from the one it was placed in when delivered from the factory.

b) The class of the chassis swap car will be based upon the engine.

c) A chassis swap car may update/backdate with chassis-specific components, including using M model components, such as suspension or sub-frame.

4. The stock driveshaft is what came from the receiving chassis.

a) No modifications to the driveshaft that are not specifically required for the installation are allowed.

b) The driveshaft configuration may not be changed.

c) The driveshaft material must be as stock.

d) No other driveline modifications are allowed beyond those specifically allowed.

5. The weight of a chassis swap car must meet the greater of the following:

a) The weight required for the original configuration of the car as delivered from the factory

b) The weight required for the new configuration of the car based on the donor chassis

c) The weight of the heaviest version of that chassis in its class; for example, a car with an M52B28 engine installed in an E36 318 or 325 chassis receiving must weigh as much as an E36 328.

X. Aftermarket wiring harnesses are permitted.

Y. Exhaust System

1. The exhaust system may be modified or substituted.

2. Exhaust headers are free.

3. Catalytic converters may be removed

4. The exhaust must exit the bodywork only using one or more of the factory exit locations.

Z. Cooling System

1. Any radiator may be used, providing it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Screens of 0.25-inch minimum mesh may be mounted in front of the radiator and/or oil cooler and contained within the bodywork.

2. Fans

a) The mechanical (engine driven) cooling fan and fan clutch may be removed or replaced.

b) Electrically operated puller or pusher fans with manual or automatic actuation may be fitted.

3. Cooling system hoses may be replaced by those of alternate materials.

4. Thermostats and thermostat housings may be replaced by units with an alternate operating temperature or material.

5. The coolant expansion tank may be replaced with an alternate BMW OE tank or a metallic tank of equivalent capacity and function of a BMW OE tank.

AA. Engine, transmission, and differential oil coolers are free, and must meet the following specific installation requirements.

1. All coolers mounted below the factory water radiator must be protected from debris intrusion with steel screening.

2. Additional, non-stock parts necessary to install oil coolers are permitted.

3. Parts to attach engine oil coolers are limited to those that essentially maintain stock oil filter configurations.

BB. The power steering reservoir may be replaced, and associated lines may be replaced with braided steel lines using AN fittings.

CC. Suspension

1. Upgrading to suspension components from an M series chassis within the E36 chassis family (that is, E36M3 to E36) is allowed.
2. Vehicles with stock four-lug hubs may be upgraded to BMW five-lug hubs.
3. Quicker-ratio units for steering boxes or rack and pinion steering assemblies may be used provided they are BMW components.

4. Shocks and Struts

a) Shocks and struts must use the factory stock pickup points.

b) Non-adjustable, or single- or double-adjustable (compression and rebound only) shocks and struts are permitted.

c) Shocks and struts that allow user changes in gas pressurization are prohibited, remote reservoir or otherwise.

5. Nonadjustable, single, or double-adjustable shocks and struts are allowed.

a) Remote reservoir shocks and struts are prohibited.

b) Rear shock absorbers that are originally equipped from their manufacturer with spherical bearings in their lower connection may be used.

6. Front Camber Plates/Slotting

a) Adjustable front camber plates/slotting to achieve suspension settings are allowed.

b) Pick-up points cannot be welded or machined for adjustment purposes.

7. Rear Camber

a) Rear camber adjustment is allowed.

b) Suspension components that control rear camber may be replaced with aftermarket components to provide this adjustment.

8. Height-adjustable front coil-over setups mounted in the original location are permitted.

9. Rear springs are free but must be mounted in the original location.

a) Adjustable rear spring perches may be used to adjust ride height so long as they mount in the springs' original manner and location.

b) Height-adjustable rear coil overs are allowed only in cars originally factory equipped with coil-over rear suspensions.

10. Sway Bars

a) Sway bar sizes, configurations, end links and end link connectors are free.

b) Adjustable sway bars are allowed as long as they cannot be remotely adjusted or adjusted by the driver from inside the car.

c) Additional welding of sway bar pickup points and trailing arm pickup points for reinforcement and safety is allowed.

d) Pickup points must remain as per factory placement.

e) Front sub-frame, motor mount areas, control arm pick-ups, rear lower control arms, idler arm, and steering box mounts can be strengthened for safety with additional welding.

f) For those cars that can accept them without modification to the chassis, the component, or the pickup points, E36 M3 front lower control arms are allowed.

11. Suspension bushing material is free.

a) Bushing material does not include replacement of bushings with spherical bearings or rod ends, such as Heim ends, except as noted below.

b) Solid bushings are allowed if fixed in place and allow rotation in a single plane or axis.

12. Spherical Bearings

a) Spherical bearings are permitted in the following components:

(1) Front upper strut mounts/camber plates.

(2) Upper and lower rear shock mounts.

(3) Rear lower control arms (both inner and outer bushing locations).

(4) Rear upper control arms (both inner and outer bushing locations).

(5) Devices with spherical bearings intended to maintain the linear alignment of the rear springs throughout their expansion/compression range are allowed.

13. Tires and Wheels

a) Any DOT-approved, nationally marketed, generally available, “road race version” tire is allowed.

b) “V” or higher speed-rated tires are required for all cars, except those for which “V” rated tires are not universally available.

c) In all cases, the speed rating of the tire must be equal to or greater than the speed potential of the vehicle.

d) Rain tires

(1) Any rain tire must be based on a DOT approved tire; for example, a grooved, DOT-approved Hoosier RS04 tire is legal.

(2) Any other treaded tire permitted described in 1. above may also be used as a rain tire.

(3) Requests for approval of any other rain tires must be submitted to the National Technical Steward.

e) Any tire used must be, or have been (for discontinued designs), readily available for purchase by all participants on an equal basis through typical retail market outlets.

f) Tire Tread

(1) Shaving is permitted.

(2) Tread must have adequate rubber to ensure safely completing the full race session.

(3) Any tire deemed “unsafe” by the BMW CCA Club Racing Stewards will be disallowed and the car will be prohibited from participation until the problem is resolved to the approval of the Stewards.

g) Any wheel and DOT-approved tire combination in which the top of the tread section is fully covered by the factory bodywork when viewed from above is allowed.

h) Spacers

(1) Spacers may be used.

(2) Spacers must be hub centric, or hub extenders must be used.

14. Exterior fender and wheel openings must remain unmodified.

a) Inner fender lip rolling, flattening, or grinding at any wheel opening is allowed for tire clearance purposes, so long as the exterior profile remains unmodified.

b) Fender flaring is prohibited, exception for 1600, 1800 and 2002 models, which may use BMW OEM Turbo flares or aftermarket dimensionally equivalent flares.

15. Brakes

a) Calipers are free with the following limitations:

(1) Four-piston maximum

(2) Two-piece design

(3) One caliper per wheel

b) Caliper mountings and bushings are free.

c) Brake drums are free (for example, 1600/2002 and 320 models).

d) Rotors

(1) Rotors are free, except carbon rotors are not allowed.

(2) Ducting of air to rotors is allowed.

(3) Removal, modification, or replacement of dust shields (backing plates) is allowed.

e) Master Cylinders

(1) The number of master cylinders must be as supplied by the factory, except that early production cars (such as the 1600, 1800, and 2002) may update to a tandem master cylinder for the safety of the dual-circuit system.

(2) Master cylinders may be modified or replaced to increase volumetric flow; however, the unmodified stock fluid reservoir and brake booster must be retained.

f) Upgrading to M-specific components is allowed on all non-M cars of the same generation (for example, E36 325 may use E36 M3-fitment brake parts, but not E46 M3-specific parts unless otherwise categorically allowed above.

g) Brake pad material is free.

h) Brake fluid is free.

i) Rubber brake lines may be replaced with braided steel over Teflon.

j) The emergency brakes, mechanisms, and controls may be removed.

k) BMW supplied Teves (ATE) Mk60 stand-alone ABS systems may be retrofitted. Only non-M Mk60 systems as supplied by BMW on E46 non-M cars may be utilized. Retrofitted hydraulic lines and wiring as required for these systems are allowed.

16. Differential

a) Ratio of the ring and pinion is free.

b) Non-factory limited slip of any type is allowed, including welding of the gears.

c) Differential mount bushings are free.

d) Finned, larger capacity differential covers may be used.

17. Transmission/Fly Wheel Assembly

a) A US-spec, BMW OE transmission, as originally equipped for the chassis (or converted Chassis), model, and year must be used with no internal changes in gear type or design.

(1) E46 M3s are allowed to run ZF 5 speed transmission, model ZF320 sourced from other BMW models.

b) The shifter mechanism may be modified or replaced.

c) The flywheel is free except that it must be constructed of ferrous material and/or aluminum.

d) Clutch and Pressure Plate

(1) The clutch disk may be lightened or replaced with alternate materials.

(2) Replacement Clutch Disks

(a) Replacement clutch disks must be no smaller than 7 inches in diameter

(b) No more than two clutch disks are allowed.

(3) The pressure plate may be replaced but must use the original equipment mounting holes

e) The Prepared class must run the OEM BMW transmission for that chassis (converted chassis) with no internal changes in gear type or design. E46 M3s are allowed to run ZF 5 speed transmission, model ZF320 sourced from other BMW models.

18. Body, Chassis, and Interior

a) Chassis/body must be the same material as supplied by the factory.

b) Fog Lights and Covers

(1) Fog light and covers may be removed to facilitate ducting of air to brake rotors and engine.

(2) Fog lights may be removed and replaced with blanking plates.

c) Headlight removal is not permitted.

d) Seats are free subject to the safety guidelines contained in the Safety section of the BMW Club Racing Safety and Procedures Rules.

e) Steering wheels and shift knobs are free.

f) Quick-release steering wheel attachments are allowed.

g) Steering locks must be disabled.

h) Bumper/Air Dam Units

(1) Aftermarket front one-piece bumper/air dam units are allowed, provided the original crash bar or one of equal integrity is maintained, or the assembly is otherwise reinforced to equal strength as the original assembly.

(a) The material composition of the aftermarket unit is unrestricted.

(2) Stock factory appearance for a variation of the specific chassis code must be retained, for example:

(a) E36 325 may use an M3 bumper cover but may not use an E46 M3-look cover or any other aftermarket body kit.

(b) E30 325i may use an E30 M3 front bumper support and cover.

i) Openings in the front air dam/bumper cover to provide for ducting to additional coolers (oil, transmission, and differential) are permitted.

j) Aerodynamic Devices

(1) Front splitters are free providing they meet the following:

(a) They do not exceed maximum body width.

(b) They do not extend rearwards past the front axle centerline.

(c) They do not extend more than 3 inches past the farthest part of the front spoiler or bumper as viewed from above and follow the general outline of the spoiler.

(d) Installed devices must be consistent with the spirit of the original design of the car such as those presented by aftermarket sources.

(e) Dive plates are allowed.

(2) Rear spoilers and wings are free providing they meet the following:

(a) They do not exceed maximum body width.

(b) They are no higher than the roofline.

(c) They do not extend more than 2 inches past the farthest part of the rear bumper as viewed from above the car.

(d) Vehicles with a roofline that extends to the rear for the full extent of the body may have these devices extend no more than 3 inches above the roofline.

(3) No aerodynamic device may be installed that has the capability of being controlled, altered, or adjusted by the driver or by any other means while the car is in motion.

(4) Modifications

(a) Modifications to the underside of the vehicle for the purpose of improving aerodynamics are not allowed (for example, diffusers).

(b) Any aerodynamic pieces originally factory-installed on the year and model of car as raced are permitted.

(5) Front windshields may be replaced with polycarbonate of s minimum 6 mm thickness.

(a) Front windshield retaining clips or straps are required for non-glass windshields.

(b) A minimum of four exterior retaining clips (two top and two bottom) or two exterior retaining straps and two interior windshield supporting bars are required.

(c) If an edge of a polycarbonate windshield is not accessible for measurement, a 0.125-inch diameter inspection hole must be drilled near a bottom corner of polycarbonate windshields to allow confirmation of thickness.

k) Interior

(1) Interiors may be removed, except dash and door panels, providing the car “conforms to the spirit” of the BMW CCA Club Racing Program (it is aesthetically pleasing).

(2) The interior includes the following items:

(a) Carpeting

(b) Seats

(c) Headliner

(d) Sound-deadening materials

(e) Trim panels

(f) Trunk trim

(g) Console

(h) Radio

(i) Entertainment and navigation systems

(j) Speakers

(k) Sun visors

(l) Door mechanisms

(m) Sunroof mechanism.

(3) The OE driver and passenger door panels may be replaced with a metallic panel with a minimum thickness of .060 inch or a comparable panel constructed of plastic or composite material, securely attached to the door.

(4) Window glass and window actuator mechanisms may be altered or removed.

(5) The dash must be intact but anything attached to it (vents, glove box, airbag cover where appropriate, and so forth) may be removed.

(6) If the sunroof mechanism is removed, the panel must either be securely sealed (bolted, welded, or bonded) or secured in place with two retaining straps 1 inch wide and extending 3 inches beyond the sunroof opening on each side.

(a) The panel must be flush with the roofline.

(b) The sunroof panel may be replaced by an alternate panel of metallic or composite material.

(c) In cars with a sunroof cassette, the entire cassette may be removed.

(7) Any door adjacent to a seat equipped with seat belts or harness must be capable of being opened from both inside and outside the car.

(8) Wiring to components that may be removed according to the rules may also be removed.

(9) Fuses and relays for unused components may be removed.

(10) All heating and air conditioning components may be removed.

(11) Ducting to provide airflow to additional coolers (transmission, oil, and differential) is permitted.

l) Windshield washer fluid reservoir, pump, fluid lines, and nozzles may be removed.

m) The steering column may be mounted to the optional roll cage front cross bar (A to B as indicated on the Roll Cage Diagram), if installed.

n) Spare tire, tools, and associated assemblies may be removed.

o) The interior mirror may be replaced with any interior mirror meeting or exceeding the visibility of the factory part.

p) The battery size, type, chemistry, and weight are free, but must be 12-volt.

(1) Additional battery hold-downs are encouraged.

(2) Batteries must remain in their original location except for 2002 and E21 cars. E30 cars in which the battery was originally in the engine compartment may relocate the battery to the standard E30 trunk location.

q) E36 chassis vehicles may use BMW part 51 71 8 410 212, x-brace.

r) Engine under tray (single or multiple sectioned) may be replaced in its entirety with an aftermarket piece(s) that matches the form, fit, and function of the original piece(s).

s) Fuel filler restrictors may be removed from the fuel filler neck.

t) Fender well liners may be removed.

u) All E30 chassis cars may use the factory E30 convertible front reinforcements.

v) Fuel Pump

(1) A second fuel pump is allowed.

(2) A mechanical fuel pump may be replaced with an electrical fuel pump provided that it is wired so that it is controlled by the ignition system, to ensure shut down in the case of an accident requiring electrical cut-off.

19. Fuel

a) The engine must run on the fuel type consistent with the original BMW factory engine design (either gasoline or diesel).

b) Selection and mixing of commercially available leaded or unleaded fuel and octane ratings are free.

c) Commercially available octane boosters are allowed.

d) Ethanol (other than that normally added to gasoline available to the public), methanol, toluene, nitro methane, super oxygenated fuels, nitrous oxide, and/or custom-mixed fuels are not allowed.

20. Data Acquisition

a) Data acquisition devices must be used for information gathering **only**.

b) Additional data acquisition devices, including gauges, are permitted in Prepared classes, as long as the driver is not able to adjust any setting on the vehicle at any time while the car is in motion.

c) The stock gauge panel (instrument cluster) may be removed in whole or in part.

d) Additional devices may be located anywhere within the cockpit, including in front of the stock gauges.

APPENDIX D: VEHICLE CLASSIFICATION AND SPECIFICATIONS

A. Sport and Prepared

1. Vehicles of the same engineering designation (for example, E36, E46), type (for example, 325, 330, 318), configuration (for example, two-door, four-door, all-wheel drive) and horsepower will be weight equalized to the lowest of the model year factory weights.
2. Cars will be initially classified based upon published factory stock weight (pounds) and published factory stock power (SAE bhp) using lbs/bhp ratios as follows:

Classification	Lbs/bhp Ratio
G	Under 10.00
H	12.50 – 10.00
I	12.50 – 13.99
J	14.00 – 16.59
K	16.60 – 18.99
L	19.00 – 22.49
M	22.50 and over

B. Official Vehicle Specifications

..	Model	Product Years		Fact BHP	Fact Wt.	Sport Wt.	Lbs./ bhp	Class	PREP Wt.
Type 114	1602	1971	1975	85	2161	2161	25.42	M	2075
Type 114	2002	1968	1973	106	2210	2210	20.85	L	2122
Type 114	1600-2	1966	1971	85	2072	2072	24.38	M	1989
Type 114	1600TI	1967	1968	105	2116	2116	20.15	L	2031
Type 118	1500 4-dr	1962	1964	90	2370	2370	26.33	M	2275
Type 118	1600 4-dr	1964	1966	83	2359	2359	28.42	M	2265
Type 118	1800 4-dr	1963	1971	90	2403	2403	26.70	M	2307
Type 118	1800TI 4-dr	1964	1966	124	2400	2400	19.35	L	2304
Type 121	2000cs	1965	1970	121	2646	2646	21.87	L	2540
Type 121	2000TI 4-dr	1966	1970	135	2535	2535	18.78	K	2434
Type 121	2000tii	1969	1972	130	2579	2310	17.77	K	2218
E3	2500	1968	1976	170	3005	3005	17.68	K	2885
E3	2800	1968	1971	170	2998	2998	17.64	K	2878
E3	3.0s	1973	1976	170	3320	3320	19.53	L	3187
E3	3.0si	1975	1976	176	3420	3420	19.43	L	3283
E3	Bav.Euro 2.8	1976	1976	170	3420	3420	20.12	L	3283
E3	Bavaria	1971	1972	170	2954	2954	17.38	K	2836
E3	Bavaria	1973	1974	180	3235	3235	17.97	K	3106
E6	2002	1974	1976	106	2370	2210	20.85	L	2122
E6	2002tii	1971	1973	130	2310	2310	17.77	K	2218
E6	2002tii	1974	1974	125	2420	2310	18.48	K	2218
E9	2800cs	1968	1971	170	3025	3025	17.79	K	2904
E9	3.0cs	1971	1975	180	3175	3175	17.64	K	3048
E9	3.0CSi	1971	1975	176	3086	3086	17.53	K	2963
E9	3.0CSL	1973	1975	206	2800	2800	13.59	I	2688
E21	320i	1977	1979	110	2601	2601	23.65	M	2497
E21	320i	1980	1983	101	2396	2396	23.72	M	2300
E24	633CSi	1978	1982	177	3500	3280	18.53	K	3149
E24	633CSi	1983	1984	181	3280	3280	18.12	K	3149

E24	635CSi	1985	1986	182	3375	3375	18.54	K	3240
E24	635CSi	1988	1989	208	3550	3550	17.07	K	3408
E24	635CSi Euro	1978	1984	218	3153	3153	14.46	J	3027
E24	M6	1987	1989	256	3570	3570	13.95	I	3427
E24	M6 Euro	1983	1989	286	3308	3308	11.57	H	3176
E28	528e	1982	1988	121	3100	3100	25.62	M	2976
E28	533i	1982	1984	181	3120	3120	17.24	K	2995
E28	535i	1985	1988	182	3270	3270	17.97	K	3139

..	Model	Product Years		Fact BHP	Fact Wt.	Sport Wt.	Lbs./ bhp	Class	PREP Wt.
E28	535is	1987	1988	182	3270	3270	17.97	K	3139
E28	M5	1987	1988	256	3420	3420	13.36	I	3283
E28	M5 Euro	1987	1988	286	3155	3155	11.03	H	3029
E28	M535i Euro	1986	1986	218	3058	3058	14.03	J	2936
E30	316 Euro	1984	1990	90	2183	2183	24.26	M	2096
E30	318i	1984	1985	102	2361	2361	23.15	M	2267
E30	318i 4-dr	1990	1991	134	2657	2602	19.42	L	2498
E30	318is	1990	1991	134	2602	2602	19.42	L	2498
E30	325/325e	1984	1985	121	2770	2770	22.89	M	2659
E30	325/325e	1986	1986	121	2770	2770	22.89	M	2659
E30	325es	1986	1988	121	2785	2785	23.02	M	2674
E30	325	1987	1988	121	2765	2765	22.85	M	2654
E30	325i	1987	1988	168	2850	2811	16.73	K	2699
E30	325i	1989	1989	168	2895	2811	16.73	K	2699
E30	325i	1990	1991	168	2811	2811	16.73	K	2699
E30	325is	1987	1988	168	2815	2811	16.73	K	2699
E30	325is	1989	1991	168	2865	2811	16.73	K	2699
E30	325iX	1988	1990	168	3010	2955	17.59	K	2837
E30	325iX	1991	1991	168	2955	2955	17.59	K	2837
E30	M3	1988	1991	192	2733	2733	14.23	J	2624
E31	850CSi	1994	1994	372	4240	4240	11.40	H	4070
E34	525i	1989	1990	168	3395	3395	20.21	L	3259
E34	525i	1991	1992	189	3484	3484	18.43	K	3345
E34	525i	1993	1995	189	3484	3484	18.43	K	3345
E34	530i	1993	1995	215	3627	3627	16.87	K	3482
E34	535i	1989	1993	208	3570	3570	17.16	K	3427
E34	540i	1995	1995	282	3693	3693	13.10	I	3545
E34	M5	1991	1993	310	3805	3805	12.27	H	3653
E36	318i 4-dr	1992	1994	138	2867	2867	20.78	L	2752
E36	318i 4-dr	1995	1995	138	2933	2867	20.78	L	2752
E36	318i 4-dr	1996	1997	138	2976	2867	20.78	L	2752
E36	318is	1992	1994	138	2867	2867	20.78	L	2752
E36	318is	1995	1995	138	2933	2867	20.78	L	2752
E36	318is	1996	1997	138	2976	2867	20.78	L	2752
E36	323is	1998	1998	168	3075	3075	18.30	K	2952
E36	325i 4-dr	1992	1992	189	3087	3021	15.98	J	2900
E36	325i 4-dr	1993	1995	189	3087	3021	15.98	J	2900
E36	325is	1992	1992	189	3021	3021	15.98	J	2900
E36	325is	1993	1995	189	3087	3021	15.98	J	2900

..	Model	Product Years		Fact BHP	Fact Wt.	Sport Wt.	Lbs./ bhp	Class	PREP Wt.
E36	328i 4-dr	1996	1998	190	3120	3120	16.42	J	2995
E36	328is	1996	1998	190	3120	3120	16.42	J	2995
E36	M3	1995	1995	240	3175	3175	13.23	I	2970
E36	M3	1996	1999	240	3175	3175	13.23	I	2970
E36	M3 4-dr	1996	1998	240	3175	3175	13.23	I	2970
E36	M3 Light Wt (Stock)	1995	1995	240	2950	2950	12.29	H	n/a
E36	M3 Light Wt (Prepared)	1995	1995	240	2950	n/a	n/a	I	2970
E36	M3 w/ Euro S50B30 swap	1995	1999		3175	n/a	n/a	H	2900
E36	M3 w/ Euro S50B32 swap	1995	1999		3175	n/a	n/a	H	3200
E36/5	318ti	1995	1995	138	2745	2745	19.89	L	2635
E36/5	318ti	1996	1999	138	2745	2745	19.89	L	2635
E36/5	318ti Active	1996	1999	138	2745	2745	19.89	L	2635
E36/7	Z3 1.9	1997	1998	138	2701	2701	19.57	L	2593
E36/7	Z3 2.3	1999	2000	170	2899	2899	17.05	K	2783
E36/7	Z3 2.5i	2001	2002	184	2899	2899	15.76	J	2783
E36/7	Z3 2.8	1997	1998	189	2844	2844	15.05	J	2730
E36/7	Z3 2.8	1999	2000	193	2910	2844	14.74	J	2730
E36/7	Z3 3.0i	2001	2002	225	2910	2910	12.93	I	2794
E36/7S	M Roadster	1998	2000	240	3086	3086	12.86	I	2963
E36/7S	M Roadster	2001	2001	315	3086	3086	9.80	G	2963
E36/7S	M Roadster	2002	2002	315	3131	3086	9.80	G	2963
E36/8	Z3 Cpe 2.8	1999	2000	193	2943	2943	15.25	J	2825
E36/8	Z3 Cpe 3.0i	2001	2002	225	2943	2943	13.08	I	2825
E36/8S	M Coupe	1998	2000	240	3131	3131	13.05	I	3006
E36/8S	M Coupe	2001	2002	315	3131	3131	9.94	G	3006
E39	525i	2001	2003	184	3450	3450	18.75	K	3312
E39	528i	1997	1998	190	3450	3450	18.16	K	3312
E39	528i	1999	2000	193	3495	3495	18.11	K	3355
E39	530i	2001	2003	225	3494	3494	15.53	J	3354
E39	540i	1997	1998	282	3748	3748	13.29	I	3598
E39	540i Sport/6	1999	2002	282	3748	3748	13.29	I	3598
E39	540i Sport/6	2003	2003	290	3748	3748	12.92	I	3598
E39	M5	2000	2003	394	4024	4024	10.21	H	3863

..	Model	Product Years		Fact BHP	Fact Wt.	Sport Wt.	Lbs./ bhp	Class	PREP Wt.
E46	323i	1999	2000	170	3153	3153	17.1	K	2901
E46	325i	2001	2001	184	3241	3197	16.2	K	2982
E46	325i	2002	2003	184	3219	3197	16.1	K	2961
E46	325Ci	2001	2001	184	3252	3197	16.2	K	2982
E46	325Ci	2002	2003	184	3197	3197	16.0	K	2941
E46	325xi	2001	2001	184	3494	3461	17.5	K	3214
E46	325xi	2002	2003	184	3461	3461	17.3	K	3184
E46	328i	1999	2000	193	3197	3197	15.2	J	2941
E46	330i	2001	2001	225	3318	3285	13.6	J	3053
E46	330i	2002	2003	225	3285	3285	13.4	J	3022
E46	330i Perf. Pkg.	2003	2005	235	3285	3430	12.9	J	3022
E46	330Ci	2001	2001	225	3351	3285	13.7	J	3083
E46	330Ci	2002	2003	225	3285	3285	13.4	J	3022
E46	330xi	2001	2001	225	3527	3483	14.4	J	3245
E46	330xi	2002	2003	225	3483	3483	14.2	J	3204
E46	M3	2001	2003	333	3415	3415	9.4	H	3142
E52	Z8	2001	2003	394	3494	3494	8.87	G	3354
E85	Z4 2.5i	2003	2005	184	2932	2932	14.7	J	2697
E85	Z4 3.0	2007	2008	215	3020	3020	12.9	J	2778
E85	Z4 3.0i	2003	2003	225	2998	2998	12.3	I	2758
E85	Z4 3.0si	2007	2008	255	3086	3086	11.1	H	2839
E85	Z4 M Roadster	2006	2011	330	3197	3197	8.9	G	2941
E86	Z4 Coupe	2006	2010	255	3108	3108	11.2	H	2859
E86	Z4 M Coupe	2006	2010	330	3230	3230	9.00	G	2972
E82	128i	2008	2012	230	3252	3252	12.8	J	2951
E82	135i	2008	2012	300	3373	3373	10.3	G	3103
E90/92	325i	2006	2006	215	3285	3285	14.1	J	3022
E90/92	325i Sport	2006	2006	215	3351	3285	14.3	J	3083
E90/92	325Xi	2006	2006	215	3560	3550	15.2	J	3275
E90/92	328i	2007	2008	230	3340	3340	13.4	J	3073
E90/92	328i	2010	2010	230	3351	3351	13.4	J	3083
E90/92	328xi	2007	2008	230	3582	3582	14.3	J	3295
E90/92	330i	2006	2006	255	3417	3415	12.3	I	3144
E90/92	330i Sport	2006	2006	255	3450	3415	12.4	I	3174
E90/92	330Xi	2006	2006	255	3627	3540	13.1	I	3337
E90/92	335i	2007	2012	300	3571	3571	11.0	G	3285
E90/92	335i xDrive	2010	2012	300	3759	3759	11.5	H	3458
E90/92	M3	2008	2013	414	3704	3704	8.2	G	3408
F20	128	2013	2019	230	3252	3252	14.1	J	2992
F22	228	2013	2020	240	3260	3260	13.5	I	2999
F30	320	2012	2015	180	3295	3295	18.3	K	3031
F30 LCI	328	2016	2019	240	3360	3360	14.0	J	2999
F32	428	2014	2020	240	3450	3450	14.4	J	3174
F80	M3	2015	2018	425	3540	3450	8.3	G	3257
F82	M4	2015	2020	425	3530	3530	8.3	G	3248
F87	M2	2016	2021	365	3540	3540	9.5	G	3174

..	Model	Product Years		Fact BHP	Fact Wt.	Sport Wt.	Lbs./ bhp	Class	PREP Wt.
R50	Mini Cooper	2002	2006	115	2524	2524	21.95	L	2423
R53	Mini Cooper S	2002	2004	163	2678	2678	16.43	J	2571
R53	Mini Cooper S	2005	2006	168	2678	2678	15.94	J	2571
R53	Mini Cooper S JCW Package	2005	2006	207	2678	2678	12.94	I	2571
R56	MINI Cooper	2006	2008	118	2524	2524	21.39	L	2423
R56	MINI Cooper	2010	2010	118	2568	2568	21.76	L	2465
R56	MINI Cooper S	2006	2008	172	2634	2634	15.31	J	2529
R56	MINI Cooper S	2010	2010	172	2679	2679	15.58	J	2571
R56	MINI Cooper S JCW Package	2007	2010	208	2701	2701	12.99	I	2593