

Specifications of Automobiles

3rd Category – Touring Cars

E30 Production Cars



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PREAMBLE:

E30 Production Cars has been established to provide an enjoyable, affordable entry-level touring car category. The aim is to provide close competition between a variety of BMW E30 models, emphasising driver ability rather than driver expenditure. E30 Racing Inc. is ultimately responsible for the approval of the regulations or changes thereto, and responsible for publishing the regulations via the E30 Racing Website and associated bulletins as necessary. E30 Racing Inc. is the sole entity representing competitors in this category. E30 Racing Inc. is the sole entity which may make recommendations regarding maintenance and/or proposed changes to technical regulations for this category and/or sporting regulations for the conduct of competition activity for such vehicles.

E30 Racing Inc. will be responsible for consultation processes within its membership and with other interested parties as may be appropriate from time to time.

Vehicles shall conform with the General Requirements of Automobiles as laid down in Sections 6 and 7 of the CAMS Manual and these regulations.

1. DEFINITIONS

- 1.1 **E30 Production Car:** A race vehicle derived from a BMW E30 coupe or sedan as marketed by BMW Australia during the period 1983 to 1991.
- 1.2 **Original parts:** Original BMW parts as marketed by BMW Australia for the E30 or original equipment (OE) equivalents that are identical in configuration and functional dimensions.
- 1.3 **Engine Type:** This means the complete original engine type configuration, including (but not limited to) induction, injection, ignition, cooling, lubrication, flywheel, clutch and electronics.
- 1.4 **Coachwork:** All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functions of the engine, transmission and running gear.
- 1.5 **Wheel:** This means the complete wheel: flange, rim and tyre and any additional fittings.
- 1.6 **Traction control:** Traction control is defined as any form of program, device, system or mechanism for the purpose or effect of preventing or limiting loss of traction. The direct control of the throttle position or brakes as effected by the driver does not fall within this definition.
- 1.7 **Wiring loom:** The bundle of wires used to carry current or electrical signals from one component to another. Any component attached to the wiring loom by any form of connection shall not be considered part of the wiring loom.
- 1.8 **Elastomeric bushings:** Suspension components utilising an elastomer (eg, rubber, polyurethane) to permit freedom of movement in three axes at suspension pivot points. Where the bush incorporates an outer metal shell and/or central crush tube, they shall be regarded as part of the bushing. Where the bushing is integral with the arm or other secondary component, only the elastomer material shall be regarded as the bushing for replacement purposes.
- 1.9 **Decorative strips:** Any parts following the external contour of the bodywork and less than 100mm high, the function of which is to prevent minor body damage or is decorative. Badges describing the vehicle manufacturer and/or model are considered to be within this definition.
- 1.10 **Telemetry:** The transmission of data from a moving car. A timing transponder required by regulation shall not be regarded as telemetry.
- 1.11 **Minor reshaping:** Reshaping of existing material. This excludes the addition, replacement or removal of material and must not result in a loss of integrity of the panel.
- 1.12 **Free:** A component, deemed to be free under these regulations may, where fitted to the vehicle as standard, be removed or replaced. Where the removed component is replaced, the replacement is not restricted in design or material (unless otherwise specified) providing it performs only the same function. No modification may be made to surrounding components or body-work to which the replacement is fitted, unless otherwise permitted. Where freedom is granted for the fitment of any component, such freedom is restricted to that component and such modifications as are allowed in Article 3.11. For the purpose of this article, a component shall be deemed to include all other components with which it is integral, or to which it is attached by means the manufacturer intended to be permanent. Where a system is deemed as free, all components solely associated with that system are regarded as free, as per above.

2. REGULATIONS

- 2.1 **Role of E30 Racing Inc.:** The following technical regulations for E30 Production Cars are issued by E30 Racing Inc. and must be read in conjunction with the relevant Schedules of the General Requirements of Section 6 of the CAMS Manual of Motor Sport.
- 2.2 **Publication date for amendments:** Each year in January at the latest, E30 Racing Inc. will publish all changes made to these regulations on the E30 Racing website. Changes made for safety may come into force without notice. E30 Racing Inc. reserves the right to alter regulations at its discretion.
- 2.3 **Permanent compliance with regulations:** Automobiles must comply with these regulations in their entirety at all times during an event, save through any damage or malfunction sustained in competition.
- 2.4 **Measurement:** All measurements relevant to the bodywork and suspension must be made while the car is stationary on a flat horizontal surface, at Minimum Weight (see CAMS definitions, Section 6 of the CAMS Manual of Motor Sport), and with the steering centred.

- 2.5 Log book/Eligibility:** The Competitor is wholly responsible for the eligibility of their vehicle. Vehicles will be inspected at the discretion of E30 Racing Inc.; any breach of eligibility will be subject to penalties. These penalties are in addition to any penalties imposed by the stewards of the meeting.
- 2.6 Modifications:** The entire vehicle must remain unmodified except for specific freedoms allowed in these regulations and modifications necessary to comply with the General Requirements of Section 6 of the CAMS Manual of Motor Sport.

3. BODYWORK AND DIMENSIONS

- 3.1 Appearance requirements:** Bodywork colour is free. All bodywork, including any subsequent repair of race day damage, shall be to a tradesman-like standard and must permit the vehicle to be presented in as near to original condition as is possible. All vehicles must display the signage supplied by the series in the required locations.
- 3.2 Tyre clearance:** For the purpose of wheel and tyre clearance minor reshaping of impinging bodywork is permitted provided the external appearance of the bodywork around the wheel arch is unchanged. It is permitted to remove plastic stone shields from within the wheel arch.
- 3.3 Front spoilers/air dams:** Non-original front spoilers/air dams are not permitted. Only front spoilers/air dams available as original fitment on the E30 are permitted, e.g. M-Tech I (early model) or M-Tech II.
- 3.4 Rear deck spoilers:** The only permitted rear deck spoiler is the original E30 spoiler (BMW Pn: 51 71 1 945 710).
- 3.5 Aerodynamic aids:** Side skirts are not allowed.
- 3.6 Vehicle embellishments:** External decorative strips and mud flaps may be removed and attachment holes filled, but original rear bumper strips must be used. Sump guards/splash guards may be removed.
- 3.7 Registration plates:** Registration plates, registration plate mountings and associated lighting components may be removed.
- 3.8 Sound deadener:** Sound deadener (bitumen and fabric types etc) may be removed from the body shell and hung panels.
- 3.9 Windscreen and mirrors:** The windscreen must be of laminated glass, and may incorporate defrosting equipment. A functional device for the demisting of the forward windscreen must be fitted and operational. Original E30 external rear view mirrors must be used.
- 3.10 Window regulators:** Where a car is fitted with original electric window regulators, it is permitted to replace them with original manual window regulators. Electric door lock actuators must be removed or rendered inoperative.
- 3.11 General:** Holes may be drilled for fasteners, eg bolts, screws, rivets etc. Holes of the minimum necessary dimension are permitted to be made for the passage of wiring, fuel and brake lines/hoses.
- 3.12 Timing device:** It is permitted to remove the minimum amount of metal necessary to facilitate fitment of a timing transponder to the upper surface of the cockpit floor. The transponder must be located in the front left floorpan.
- 3.13 Brackets:** Unused brackets/supports attached to the chassis/bodywork may be removed, unless they are supports for mechanical/suspension components that are not permitted to be moved or removed.
- 3.14 Floorpan:** It is permitted to modify the floorpan in the immediate area of the front seats to permit the fitment of replacement seats. No part of the modified bodywork may extend any lower than the surrounding bodywork.
- 3.15 Door anti-intrusion bars:** The side anti-intrusion bars may be removed from the doors subject to the roll over protection structure providing lateral protection in the same general area for any occupant.
- 3.16 Racing weight:** Minimum racing weight is determined by engine type (refer Article 4.1):
- (i) 1100kg: M10B18, M40B18, M42B18, M20B20,
 - (ii) 1130kg: M20B23, M20B25, M20B27
 - (iii) E30 Racing Inc. will adjust the minimum racing weights to balance performance between engine types as it deems necessary.
- 3.17 Ballast:** Ballast complying with CAMS requirements may be used to achieve the minimum racing weight requirements (refer Article 3.16).
- 3.18 Trunk compartment trim:** Trunk floor carpet and associated “underfelt” and trim panels may be removed.
- 3.19 Sunroof:** The sunroof and/or its mechanism may be removed provided that the sunroof, or a steel panel of free design, is securely sealed in place flush with the roofline. A non-metallic sunroof must be replaced by a steel panel.

4. ENGINE

- 4.1 General:** Engine block, head, engine wiring loom and all components directly associated with their function must be original BMW E30. Provision must be made for sealing engines sump to block, and head to front cover (refer Appendix A). They must be one of the following types and remain unmodified except for the specific freedoms specified in this section:
- (i) M10B18 (1800cc I4 8V SOHC) as fitted to the E30 318i. Bore 89mm. Stroke 71mm.
 - (ii) M40B18 (1800cc I4 8V SOHC) as fitted to the E30 318i. Bore 84mm. Stroke 81mm.
 - (iii) M42B18 (1800cc I4 16V DOHC) as fitted to the E30 318iS. Bore 84mm. Stroke 81mm.
 - (iv) M20B20 (2000cc I6 12V SOHC) as fitted to the E30 320i. Bore 80mm. Stroke 66mm.
 - (v) M20B23 (2300cc I6 12V SOHC) as fitted to the E30 323i. Bore 80mm. Stroke 76.8mm.
 - (vi) M20B25 (2500cc I6 12V SOHC) as fitted to the E30 325i. Bore 84mm. Stroke 75mm.
 - (vii) M20B27 (2700cc I6 12V SOHC) as fitted to the E30 325e. Bore 84mm. Stroke 81mm.
- 4.2 Cylinders and cylinder head:**
- (i) It is permitted to overbore an engine within the original specifications for engine overhaul. The maximum allowable overbore is 0.5mm.
 - (ii) Compression ratio as per engine type must not exceed original specifications. Original cylinder head as per engine type must be used. Cleaning and decoking the cylinder head is permitted but any other modifications are forbidden.
- 4.3 Camshafts:** Original camshaft(s) as per engine type must be used and remain unmodified.
- 4.4 Camshaft pulleys:** Original camshaft pulley(s) as per engine type must be used and remain unmodified.
- 4.5 Air intake:**
- (i) The air filter assembly upstream of the airflow meter (AFM) may be replaced by one of free design provided that it attaches to the body of the AFM without any modification to the AFM, and that it does not exceed a maximum length of 380 mm from inlet to AFM.
 - (ii) Original AFM as per engine type must be used and remain unmodified.

- (iii) Original throttle body as per engine type must be used and remain unmodified. Throttle cable bushings may be replaced by units of free design.
 - (iv) The throttle body heater, idle control valve, carbon canister, exhaust gas recirculation system, and any associated hoses and/or plumbing may be disconnected and/or removed, and the resulting hole(s) plugged.
- 4.6 Ignition:** Spark plugs and ignition wires are free. Original ignition coil, distributor cap and rotor button as per engine type must be used.
- 4.7 Engine management:**
- (i) Original ECU (Electronic Control Unit) and ROM (Read-Only Memory) chip as per engine type must be used and remain unmodified.
 - (ii) ECUs may be removed and exchanged between vehicles at the discretion of E30 Racing Inc.
- 4.8 Engine mounts:** Additional strengthening may be added to the mounts provided original engine mounting points and functional dimensions are retained.
- 4.9 Telemetry:** The use of telemetry is forbidden.
- 4.10 Exhaust:** Original exhaust manifold as per engine type must be used and remain unmodified. The exhaust system is free downstream of the manifold provided it complies with Schedule B (refer Section 6 of the CAMS Manual of Motor Sport), all outlet pipes are directed rearwards and the exhaust exits in the original location. The original exhaust mounting brackets may be removed and additional brackets may be fitted, provided that their sole function is the location of the exhaust. The use of any non-ferrous alloy (e.g. titanium) in the exhaust system is forbidden.

5. PIPING AND FUEL TANKS

- 5.1 Fuel tanks:** The original fuel tank must be retained, and mounted in the original location. It must be fitted with anti-spray foam in conformity with Schedule N (refer to Section 6 of the CAMS Manual of Motor Sport).
- 5.2 Fuel system:**
- (i) Original fuel pumps, fittings, fuel lines and filters must be used. A swirl pot of free design may be added. An additional fuel pump meeting the original specifications may be added if a swirl pot is used. Original fuel filter may be relocated.
 - (ii) Original fuel pressure regulator as per engine type must be used and located in the original location. Fuel pressure must not exceed original specifications as per engine type.
 - (iii) Modifications to the fuel pressure regulator not allowed. Additional and/or adjustable regulators not allowed.
 - (iv) A T-piece with a Schrader valve must be installed on the main fuel line to the injector rail and must be accessible from the engine bay. The Schrader valve must use a standard external thread for connection purposes (7.7mm (.302") x 32 T.P.I).
- 5.3 Fuel Injection:** Original injectors as per engine type must be used. Modifications to the injectors not allowed. Additional injectors not allowed.

6. COOLING/OIL SYSTEM

- 6.1 Radiator:** Original radiator as per engine type must be used.
- 6.2 Radiator cowl/shroud:** Radiator cowls/shrouds on the rear of the radiator for the purpose of sealing a fan may be removed.
- 6.3 Engine cooling fans:** Engine cooling fans are free.
- 6.4 Oil system:**
- (i) Windage trays, sump baffles, oil lines, coolers and filters are free, but dry sump systems are not allowed. Original oil pump as per engine type must be used, additional oil pumps not allowed.
 - (ii) The crankcase breather hose may be replaced by one of free design discharging to the atmosphere via a catch-can provided it complies with Schedule B (refer Section 6 of the CAMS Manual of Motor Sport), has a minimum capacity as required by engine type, and the rocker cover plugged.

7. STARTING

- 7.1 Starter:** Original starter as per engine type must be used and be able to be controlled by the driver when seated normally. The starting system must be capable of starting the engine at all times.

8. TRANSMISSION TO THE WHEELS

- 8.1 Gear selection:** The shift lever and selector rod may be replaced by units of free design provided that all gears must be selected by the driver exclusively via a non-sequential mechanical linkage. This permits "H" pattern gear change mechanisms only.
- 8.2 Flywheel/Clutch:** Original flywheel as per engine type must be used and remain unmodified. Original clutch assembly (pressure plate, friction plate, and clutch bearing) as per engine type must be used and remain unmodified. Where an engine type was fitted with a dual-mass flywheel, an original single-mass flywheel and corresponding original clutch assembly from another E30 model may be used. Slave cylinder flexible hose is free.
- 8.3 Gearbox:** Original gearbox as per engine type must be used and remain unmodified. Optional 'close-ratio' gearboxes are forbidden, only Overdrive type (i.e. 5th not 1:1) gearboxes are permitted. The Getrag 260/5 (Sport) gearbox is forbidden. Provision must be made for sealing the gearbox (refer Appendix A). Additional strengthening may be added to the gearbox mounts provided the original mounting points and functional dimensions are retained.
- 8.4 Differential:** Original differential as per engine type must be used and remain unmodified. The only permissible limited slip differential (LSD) is the original E30 LSD (BMW Pn: 33 14 1 209 653). The slip rate for the LSD is free. An original E30 non-LSD may be used, either unmodified or fully locked (locker) by welding the internal gears with the addition of strengthening plates. Provision must be made for sealing the differential (refer Appendix A). Final drive ratio is determined by engine type and differential locking action:
- (i) M10B18, M40B18, M42B18, M20B20 = If an LSD/locker (see above) is used, ratio must be 3.91:1. If not, then 3.64:1 or 4.10:1.
 - (ii) M20B23, M20B25 = If an LSD/locker (see above) is used, ratio must be 3.91:1. If not, then 3.64:1 or 3.73:1.
 - (iii) M20B27 = If an LSD/locker (see above) is used, ratio must be 3.91:1. If not, then 2.93:1 or 3.15:1.
 - (iv) E30 Racing Inc. will adjust the permitted final drive ratios to balance performance between engine types as it deems necessary.
- 8.5 Traction Control:** The use of traction control is forbidden.

9. SUSPENSION AND STEERING

- 9.1 **Springs:** Either original springs as per engine type or control springs (TBC) must be used.
- 9.2 **Mounting points:** Metal to a thickness of up to 5mm may be added to fully sprung components to a distance of 75mm from the edge of each suspension pivot point aperture. Such metal must follow the contour of the original metal at all times.
- 9.3 **Bushes:** Elastomeric bushes used at suspension pivot points (which are not otherwise specified in these regulations) may be replaced by other elastomeric bushings.
- 9.4 **Suspension dampers:** Either original dampers as per engine type or control dampers (TBC) must be used.
- 9.5 **Front suspension components:** Original strut assemblies may be interchanged with 51mm strut assemblies as fitted to the E30 325i. Original steel control arms must be retained.
- 9.6 **MacPherson strut top mounts:** MacPherson strut top mounts are free providing that they utilise the original bodysell mounting facilities.
- 9.7 **Strut tower brace:** A brace of free design may be fitted between the front suspension towers providing it only links the towers. Rear strut braces not allowed.
- 9.8 **Sway bars:** Sway bars, their mounts and associated linkages may be replaced by units of free design provided that they utilise the original bodysell mounting facilities. They must not be adjustable from the cockpit.
- 9.9 **Rear suspension components:** Original rear axle carrier, trailing arms and driveshafts may be interchanged with units as fitted to the E30 325i. Rear suspension damper top mountings may be replaced by units of free design provided that they utilise the original body shell mounting facilities. Trailing arm bushes may be replaced by adjustable units provided no modifications are required.
- 9.10 **Wheel track:** The maximum allowed front track is 1670mm; the maximum allowed rear track is 1650mm; and the maximum allowed wheelbase is 2570mm. To be measured at the outer edge of the tyre.
- 9.11 **Ride height:** All fully sprung parts of the car, with the exception of the entire exhaust system and inner front ball joints, must be at least 100mm above the ground when measured on a flat level surface with the vehicle at Racing weight. Ride height to be measured at the centre of the front cross member and the centre of the rear differential housing. This must allow free passage of the measuring device.
- 9.12 **Steering:** Original power steering rack assembly may be interchanged with an original manual steering rack assembly. The steering column flexible coupling and bush may be replaced by one of free design. Quick racks not allowed.
- 9.13 **Wheel alignment facilities:** The wheel alignment settings are free. Rear wheel alignment may be achieved by relocating the rear suspension pivot points by no more than 20mm within the existing brackets.

10. BRAKES

- 10.1 **Brake controls:** No adjustment to the front/rear brake proportioning is permitted. Anti-lock braking systems (ABS) are forbidden.
- 10.2 **Master cylinders:** Master cylinders and associated pushrods may be replaced by any BMW or OE equivalent item. Fluid lines and hoses are free. Original E30 brake booster must be retained in the original location and must be operational.
- 10.3 **Brake rotors:** Free but must retain original dimensions (Front 260x22mm, Rear 258x10mm) and be made from a ferrous material. Solid front rotors may be replaced with vented front rotors (260x22mm).
- 10.4 **Brake callipers:** Original callipers must be used. If vented front rotors are fitted (refer 10.3), the corresponding original front callipers may be fitted. Brake pads are free. Guiding bolts and bushes may be replaced by units of free design.
- 10.5 **Handbrake:** Original E30 handbrake system must be retained and must be operational.
- 10.6 **Brake cooling:** Protection shields/stone guards on unsprung components may be added or removed. It is permitted to fit ducting for the passage of air to the brakes provided that it remains within the perimeter of the coachwork when viewed from above and that no bodywork alterations are required.

11. WHEELS AND TYRES

- 11.1 **Wheels:** Wheels are free, subject to the following restrictions: Rims must be a one-piece design, a maximum of 7" in width, 15" in diameter, and weigh a minimum of 5.9kg. The spare wheel, jack and any associated brackets may be removed. Wheel bolts may be replaced with studs and nuts.
- 11.2 **Tyres:** At the commencement of any race or practice session all tyres must:
- Be the current control tyre for the series: Yokohama ADVAN A048 205/50 R15 86V (Medium Compound).
 - Have at least a minimum tread depth. The tread wear indicators as provided by the tyre manufacturer will be the definitive method of determining minimum tread depth. At no time prior to practice or racing may any tread wear indicator be exposed or in the case where the indicator is a dimple in the tyre, worn below such an indicator. This does not apply to the shoulder of the tyre. In all areas where there is no tread wear indicator, the original tread pattern must be clearly visible.
 - Be fitted onto a rim in compliance with Schedule E (refer to Section 6 of the CAMS Manual of Motor Sport).

12. ELECTRICAL

- 12.1 **Electrical system:** The original wiring loom must be retained, but wiring for discarded components may be removed. The original fuse box must be retained and mounted as close as possible to original location and must be operational. Additional wiring and electrical connectors, switches, fuses and circuit breakers are free. Additional sensors may be added (refer Article 13.9). A panel incorporating additional/replacement switches and/or circuit breakers may be added. The starting, lighting and turn signalling apparatus must be in working order at the start of each competition. All globes must at least meet the original equipment specification.
- 12.2 **Battery:** The battery and its location are free but it must be safely and securely mounted. It must be adequately covered so as to prevent short circuits and leakage, in any location.
- 12.3 **Windscreen wipers:** The windscreen wiper mechanism must not be modified with the exception of the tensioning springs and wiper blades. Wind deflectors may be added. Original windscreen washer bottle, pump, hoses and mounting bracket must be retained and operational. Windscreen wipers must rest in the original location.
- 12.4 **Alternator:** Original alternator as per engine type must be used, remain unmodified and be operational at all times. Under drive pulleys not allowed.

13. COCKPIT/DRIVER'S COMPARTMENT

- 13.1 Steering wheel:** The steering wheel may be replaced by one which is of at least 300mm diameter. It is permitted to add a steering wheel boss, possibly incorporating a quick release mechanism, to enable the fitment of a permissible steering wheel. The steering column may be lowered by the addition of spacers/ longer bolts at the rear mounting points provided no other modifications are required and the replacement bolts are grade 8.8 or better.
- 13.2 Controls:** All driving controls must retain the role laid down for them by the manufacturer. Footrests and heat protection panels may be added. Pedal pads may be replaced by units of free design.
- 13.3 Instruments:** Instruments are free, but the original dash and cluster must remain. Any holes in the dash resulting from the removal of instruments must be neatly closed by the addition of a closing panel. Where possible, all replacement instruments must be mounted in the dash where the original instruments were situated.
- 13.4 Carpet and interior trim:** Floor carpet and associated "underfelt", roof lining and interior trim down to the lower edge of the windows, and consoles on the transmission tunnel may be removed. Rear quarter panel trims may be replaced by flat metal panels of similar dimensions. All other padding, quilting and interior trim must be retained as original. Original internal rear-view mirror must be retained.
- 13.5 Seats:** The driver's seat may be replaced with one in compliance with Schedule C (refer to Section 7 of the CAMS Manual of Motor Sport). Original seat mountings not part of the bodyshell may be replaced and/or other mountings added provided that they extend no further than 50mm from the plan view of the seat. All other seats, and associated seat belts are free.
- 13.6 Removable rear window shelf:** The removable rear window shelf may be removed together with its supports, or held down by additional fasteners, or replaced by one of free design.
- 13.7 Heater:** All components solely associated with the heating, air-conditioning and ventilation system are free. Any openings created by the removal of ducting, vents and controls from the dash must be closed by the addition of panels, which may be used to mount additional instruments or controls.
- 13.8 Accessories:** The radio, aerial, speakers and speaker mounts may be removed. Fog/driving lights which are separate from the main lighting system may be removed as may internal cockpit lights. Accessories which do not increase performance (eg, additional lamps, mirrors, etc) may be added.
- 13.9 Data acquisition systems:** The only permitted data acquisition systems are: personal lap timing devices, and systems that record video and/or audio only. No data may be acquired via sensors installed in/on the vehicle, with the exception of those integral to the aforementioned systems. Devices/systems utilising the Global Positioning System (GPS) are forbidden.
- 13.10 Two-way radios:** Electronic voice communication devices of free design may be added.

14. SAFETY STRUCTURES

- 14.1 Roll over protection structures:** Roll over protection structures must comply with Schedule J (refer to Section 6 of the CAMS Manual of Motor Sport). They must be constructed so that no parts of their structure, except for bracing to the front suspension towers as per drawing 253-11 of Schedule J (refer to Section 6 of the CAMS Manual of Motor Sport), extends outside the passenger compartment, nor penetrates any body panels except for holes drilled for attaching the cage to the vehicle. It is not permitted to fit additional bracing outside the passenger compartment, other than a strut tower brace as described in Article 9.7. It is permitted to attach parts of the safety cage to the interior of the passenger compartment, either by welding or bolting. The removal of the minimum amount of upholstery to assist the fitment of the safety cage members is permitted.
- 14.2 Safety harness:** Where the vehicle is not registered for road use, the original driver's seat belt must be replaced by a safety harness, complying with Schedule I (refer to Section 6 of the CAMS Manual of Motor Sport) with at least four belts in contact with the driver.

15. FUEL

- 15.1 Fuel:** Only unleaded pump fuel, of maximum 98 RON (research octane number) as defined by CAMS in Schedule G (refer to Section 6 of the CAMS Manual of Motor Sport), may be used. Fuel additives not allowed. Please note that a Control Fuel may be specified by E30 Racing Inc. in the future (TBC).
- 15.2 Air:** Only air may be mixed with the fuel as an oxidant.

16. NON-ORIGINAL REPLACEMENT PARTS

- 16.1 Replacement parts:** The use of non-original replacements for the following parts is permitted, except where original parts (refer Article 1.2) are specified: fasteners, belts, gaskets, seals, flexible hoses, clamps, filters, batteries and battery cables, globes and LEDs, fuses and electromechanical relays, elastomeric bushings, bonnet fasteners and release mechanism. The parts must be standard replacement parts in terms of configuration and functional dimensions, be made of similar materials (e.g. polyurethane or other elastomer replacing rubber), and shall not result in any unauthorised modifications to any other component. The use of titanium alloys, carbon fibre composites or any other exotic materials in non-original replacement parts is forbidden.

APPENDIX A – TECHNICAL ILLUSTRATIONS

Accepted Component Seals

