



new drivers pack 2007

Welcome! and thanks for your interest in the Production BMW Championship. This document is intended to give you some pointers to make joining the series as easy and smooth as possible.

Background

The Production BMW Championship is a low-cost, one-make race series for the BMW E30 (the boxy model from the 1980's). It was founded in 2004 by a group of Lotus owners from SELOC (a Lotus enthusiasts club) looking for a cost-effective way of going racing. After its first successful year at Lydden Hill the series is now run by BARC on a national basis but keeps its SELOC roots. The series has proved to be affordable, fun and safe, as well as providing competitive and very close racing.

In 2006 we linked up with the Classic Touring Car Racing Club, a partnership that we are glad to be carrying into 2007.

The link up with CTCRC means that PBMW drivers will have the opportunity of not only racing in the Production BMW Championship race, but also the Pre 93 Touring Car races, at a discounted second race fee. On top of the championship meetings, the CTCRC also organize their own races on the Silverstone Stowe circuit, which always attract large numbers of BMWs, understandable with prices of around £195 for 3 races!

Costs are kept low by limiting models and modifications. However, costs are not cut when it comes to safety, with high standards being maintained in this area.

In 2007 will be visiting major circuits all over the UK, the full calendar can be seen on page 3.



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What makes the Production BMW Championship different

Other series can boast close racing, and a few can also boast value for money, but once you attend a PBMW race you will see what it is that makes the series so popular.

It's the friendships, and fun that we have both on and off the track, it's the way that the series leader will be helping out the guy nipping at his heels if his car's not running. Don't take our word for it see what other people have said:

"I have never been in a pit where most of the other competitors helped to put me back on the grid"

"Great entertainment - hope to see more races"

"I still can't believe I enjoyed myself so much in my BMW hardly anyone seemed to take it too seriously which was great"

"What a great day and excellent racing. The fact that the cars were so evenly matched made for some great racing."

"The series is a winning formula and a credit to everyone involved!"

"It was all terrific fun and afterwards the paddock was full of smiles between the rivals and friendly banter ahead of the next battle"

- Evo Magazine, Dec 04

"We think the SELOC series is a winner...."

- Total BMW Magazine, July 04

"The SELOC races are always entertaining..."

- Motorsport news, Sept 04

"If you want close racing then this is it..."

- Evo, Dec 04

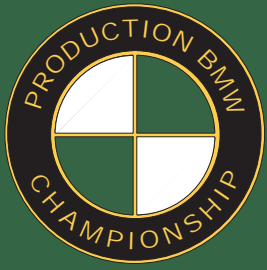
"Thanks to the Milltek Sport BMW Challenge drivers for one of the best races I've seen this year!"

"...they were cracking at Rockingham earlier in the season too!"

"Beemers were tops"

"I'm going to go and buy myself a copy of autotrader when I get home"

- Commentator Oulton Park



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Where do we race?

For the 2007 season we team up with the Classic Touring Car Racing Club, with a full calendar of events covering most of the main tracks around the UK.

Date	Circuit
Sat / Sun 21st & 22nd April	Brands Hatch
Sun 13th May	Mallory Pk
Mon 28th May	Castle Combe (CCRC)
Sat / Sun 16th & 17th June	Silverstone
Sat / Sun 14th & 15th July	Croft
Sat / Sun 28th & 29th July	Pembrey
Sat / Sun 11th & 12th August	Snetterton
Sat / Sun 1st & 2nd Sept	Donington Pk (MSV)
Sun 16th Sept	Thruxton
Sat 29th Sept	Oulton Pk

With the classic touring car club there are also a number of other non championship races that you can enter:

CTCRC STOWE RACE DAYS 2007

During 2007 we are once again running a number of race days on behalf of Silverstone Motorsport Academy. Race entry fees will be pitched at about £110 and each event will feature Challenge Races for Classic Touring Cars, Saloons and Sports Cars and varied Single Seaters.

RACE DATES

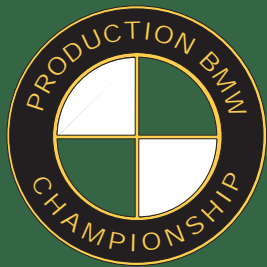
Saturday March 17th	Races
Saturday May 12th	Races
Saturday July 21st	Races
Saturday August 18th	Races & PPC Speed Championship
Saturday October 27th	Races

More details are here: <http://stowe.classictouringcars.com/>

There is also a race day booked at Cadwell Park, being organised by John Willcocks on 21 July £160 for 1 qually and 2 races.

Cheques for £100 required to be sent to John Willcocks

Full details here: <http://forums.seloc.org/viewthread.php?tid=111995>



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Race Licence

You'll need an MSA National-B licence to compete in Production BMW to get this you'll need to:

- Purchase the 'Go Racing' pack from the MSA which includes a video and application form
- Have a medical done and the medical portion of your application completed
- Pass an ARDS test (written and practical)
- Send off your completed application
- Wait for your new licence to be sent back to you

Organisations to join

To race in the Production BMW Championship you'll need to join a number of organisations (racing's like that!)

- 1) MSA – You do that by getting your licence
- 2) BARC – The organisers of the race meetings, you'll need Racing Membership
- 3) CTCRC – The organising club behind the championship
- 4) REGISTER with BARC for the championship, this is free and the registration form can be found on the back page of the regs. Only once you've done this will BARC send you the entry forms.

Contact details for the above are in the links and contact sections later in this document

A Car

The regulations give you full details on what the car specs are. The BMW E30 is the boxy 3-series from the late-eighties. In order to fit a suitable roll- cage a 2-door coupe makes life easier but the regulations also allow for 4 door options, tourings and convertibles.

There are two allowed models:

- 318i (1987-1990). It must have the M40 engine which is a fuel- injected, 8-valve four-cylinder. The carburetted 318 (M10) and 16V 318iS (M42) are not permitted.
- 320i (1985-1990). It must have the M20 six-cylinder engine. The 320i has a slight power-to-weight advantage, although the 318i is 70kg lighter in road trim.

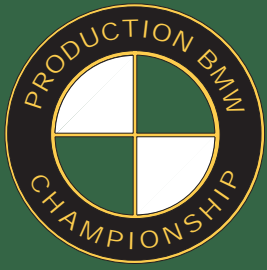
Your car needs to be able to pass an MOT but it doesn't need an MOT, therefore you can use written-off cars if they're good for racing in.

You can do your own modifications or alternatively there are a couple of mechanics familiar with the modifications/regulations and safety equipment required so the option is there to also farm out the building work to them.

Remember the golden rule of car building which is, if the regulations don't say you can change/remove it, you can't!

The current regs can be found at

<http://www.barc.net/competitors/regulations/BMWSeloc2007RegsVer01.pdf>



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Common faults/things to check on your new car

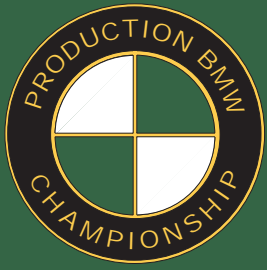
We've listed below some of the things which 'break' frequently on newly converted cars so its best to check when you get your car and also seriously think about replacing . All the jobs below are inexpensive and not too tricky to do yourself, but do have expensive repercussions if they go wrong, especially at race speeds and conditions. Remember, your poor 10-20 year old BMW has never been thrown around like you're about to do and so you can expect a few things to break!

1. Engine mounts. These are rubber, probably as old as your car. If they break your engine will launch across the engine bay
2. Clutch slave and master cylinders. Again, another rubber problem, the seals perish. They're relatively easy to replace and not expensive.
3. Timing belt. If you don't know when your belt was last changed then change it before you end up with pistons saying hello to valves in a very messy way
4. Water system hoses. Again, old rubber. If you never touch these they'll probably be OK, however if you remove them expect them never to work again, best to replace the lot. Again, not expensive, but replacing them will save you at best a DNF and at worst a warped head/new engine should they go during a race.
5. General cooling system – Radiator, water pump, hoses, fan viscous coupling etc, make sure all this is in good working order, many BMWs have had cooling issues at race speeds . At the least flush out the system and put nice clean coolant in.
6. Check the rear damper top mounts, these guys are going to get a lot more abuse once you've put a nice hard suspension on so its worth making sure they're good and solid as its an easy job to do when you're changing the suspension.

So, in short, change all the rubber bits!

Getting your car there

As a rule of thumb the E30's will weigh about 1100kg in race trim (the 318s are a bit lighter), if you plan to tow your car to the races you'll need a substantial tow vehicle. Alternatively, a number of the competitors have taxed and MOT'd their cars and drive them to every race.



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Control tyres

We have made a 3 year deal with Toyo Tyres to be the sole tyre supplier for the championship. For 2007, the control tyre is:

Toyo R888 195/50 R15 82V 2G

The R888 is a track oriented tyre, more information on the Toyo website:
<http://www.toyo.co.uk/index.php?fuseaction=car.R888>

These tyres are available through all Toyo suppliers but we have negotiated special rates for registered competitors, there is an extra special introductory offer to ease the pain of buying your first set of Toyos. Your first purchase (of up to 8 tyres) are at a cost of £42.71 each, including VAT and delivery. Subsequent purchases are at a cost of £49.29 each, including VAT and delivery.

How to Order

In order to take advantage of the special pricing, all purchases must be made through the single designated Toyo dealer. When ordering, you must also quote your CTCRC membership number - this is normally "BMW/" followed by your car's competition number.

This is so that Toyo can monitor how many tyres have been purchased with the competitors rates to control abuse of the system.

The tyre supplier is:

Mike Stokes Motorsport , 1053 Wimbourne Road Moordown Bournemouth BH9 2BY
T: 01202 547555 F: 01202 547116 W: <http://www.mikestokes.com/>

Orders should be placed directly with Mike Stokes himself until the rest of the staff are up to speed with the process.

Costs and order details can also be found in the drivers deal pack :
<http://forums.seloc.org/viewthread.php?tid=108418>



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Useful Internet Links

The internet is a major source of information/communication and cost saving for PBWMC members, below are a list of links you may find useful.

Organisations

<http://forums.seloc.org>

The SELOC forums where all driver discussions are carried out (See the Motorsport section) – this is your real bible to building cars, finding out about racing and all sorts of other things. Don't be shy sign up and say "Hi!"

<http://www.pbmwc.com>

The main SELOC motorsport site, contains driver profiles, dates of all the races and all the results and league tables. A good site to point sponsors at to get a flavour of the racing. The driver profiles page includes links to the drivers own websites which in many cases hold all sorts of useful information about car building/racing etc specific to the PBMWC.

<http://www.classictouringcars.com>

The Championship organisers, the CTCRC site provides all sorts of useful information as well as the entry forms for the Championship

<http://www.msauk.org/>

The Motorsports Association – aka they who must be obeyed. All UK motorsport is governed by the MSA and these are the guys who you need to talk to get your ARDS licence so you can race. The website allows you to order the 'Go Racing' pack you'll need to get your driving licence application form.

<http://www.barc.net/>

The BARC website, this includes links to race results, calendars and includes the membership forms that you'll need to fill in to become a BARC member.

Forums/Interest Websites

<http://www.track-side.com/>

The official series photographer Dave Kirby's site, catching all the action and antics on and off the track. Be sure to have a look here to get a real flavour for the series.

<http://www.e30zone.co.uk>

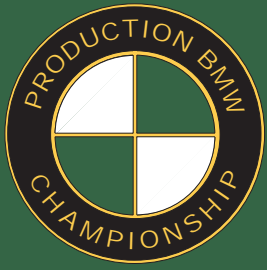
An enthusiasts forum for E30's lots of very knowledgeable E30'ers on here who do all sorts of racing (and posing) in their E30s

<http://www.unofficialbmw.com/e30.html>

The unofficial E30 homepage, some handy guides to doing all sorts of bits on your BMW along with a forum Car Shopping (spares, prep, personal gear etc)

<http://forums.seloc.org/viewthread.php?tid=108418>

the championship has secured a number of great deals for lots of bits you will need if building a car, save your wallet!!



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Car Shopping (spares, prep, personal gear etc)

<http://forums.seloc.org/viewthread.php?tid=21370>

This is the quick reference guide which we keep updated with links to all sorts of discussions about car preparation, rules discussions etc. A useful focal point to find out information.

<http://www.eurocarparts.com>

General spares site. Can't praise these guys enough very reliable on delivery (normally 24-48 hours tops), plumb in you car details and off you go. Normally they provide pukka BMW parts or OEM equivalents, the choice is yours

<http://www.gsfcarparts.com>

German Swedish and French, good value and high stock availability

<http://www.motorsportworld.co.uk>

Performance parts, useful source for suspension, air filters and strut braces

www.gprdirect.co.uk

Grandprix racewear, an alternative to DT for all your racing needs, one particularly nice bit they do is a scrutineering sheet of stickers containing electrical cut-off, towing stickers etc for a couple of quid

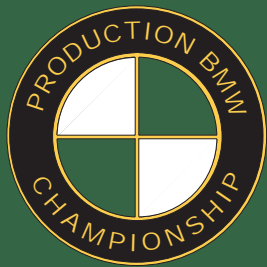
Finding a car

<http://www.ebay.co.uk/>

Sure, its ebay, but we are talking cheap cars here and no better place to find them

<http://www.autotrader.co.uk/>

Autotrader is a good source, especially the website, don't forget there are PBMWC drivers all over the UK, if you want someone to pop and look at a car for you which is a long way off worth posting on the boards seeing if someone can do a 1st glance for you.



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Useful contacts

The following is a list of useful contacts.

Motorsport Association (MSA)

ARDS License enquiries (these people DO NOT organise tests), they purely process your licence application

Tel: 01753 765000

Fax: 01753 682938

<http://www.msauk.org>

Mike Stokes Motorsport ,

1053 Wimbourne Road

Moordown

Bournemouth

BH9 2BY

T: 01202 547555 F: 01202 547116 W: <http://www.mikestokes.com/>

Technical Tyre Support

As a sponsor of the championship Toyo take a great interest and are happy to help out wherever possible with any issues or queries you have.

We will not have tyre support at the race meetings, however, Alan Meaker, Technical Engineer at Toyo is available to all competitors for any technical questions or queries you may have.

Alan's contact details are: Email: alan@toyotyre.co.uk Telephone: 01933 414537 (office hours)

PBMW Committee Members

If you have any championship enquiries any of the committee will be happy to help:

Dave Mullender 07767 793400 davem@pbmwc.co.uk

John Willcocks 07774 626270 johnw@pbmwc.co.uk

Julian Newman 07767 255706 juliann@pbmw.co.uk

Andrew Partridge 0121 353 2922 andyp@pbmwc.co.uk

Andrew Fletcher 07703 276436 andyf@pbmwc.co.uk

Dave Kirby 07770 797 030 davek@pbmwc.co.uk

Jimmy Cuthbert 07974 070010 jimmyc@pbmwc.co.uk

More information?

As the Seloc forums are the basis for nearly all driver discussion about the series there is an enormous wealth of information on the site in the archives. It is also a great place to ask any questions and get a feel for the series and its competitors.

<http://forums.seloc.org/>

The Production BMW Championship information can be found in the Motorsport section.

If you have any further questions drop an email to bmw@seloc.org and we'll be happy to help out in any way we can.

We look forward to seeing you on the grid!!!