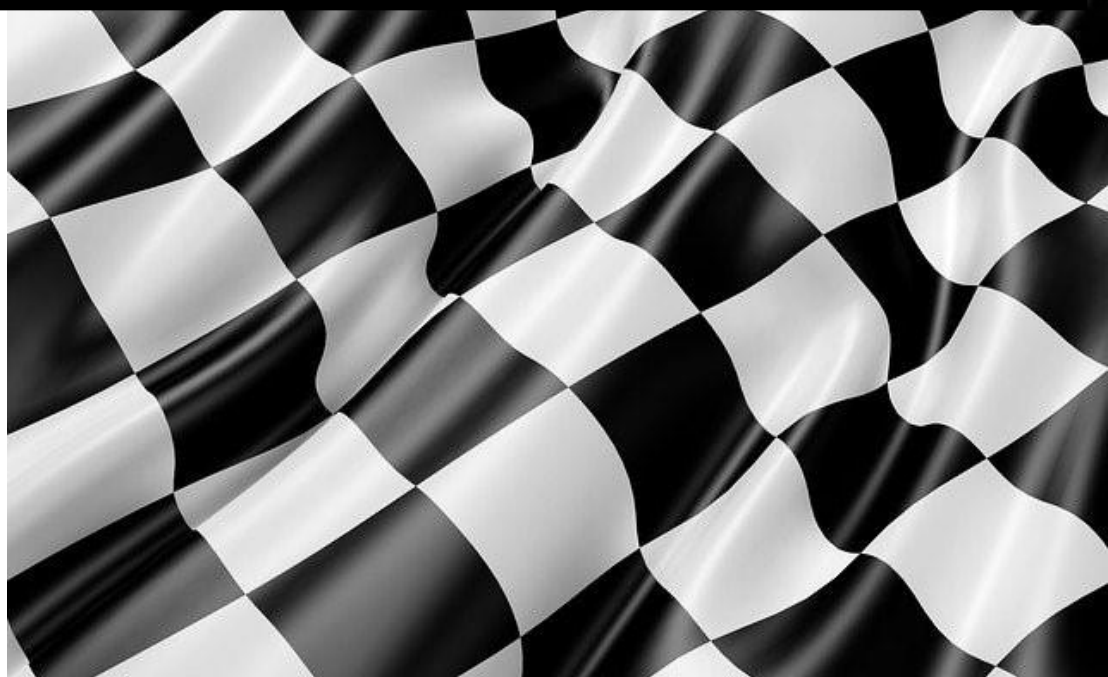




2023

Regional Standing Supplementary Regulations

Northern Regions BMW CCG Regional Championship



Version 2

20 February 2023

Ref: 162855

REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
ART 6.63	20.02.2023	20.02.2023	Regulation amendment
ART 6.88 A,B,C,D	20.02.2023	20.02.2023	Regulation amendment
ART 6.89	20.02.2023	20.02.2023	Regulation added
ART 7.7 & 7.7.1	20.02.2023	20.02.2023	Regulation amendment
ART 7.13	20.02.2023	20.02.2023	Regulation amendment
ART 7.14, 7.17. 7.18	20.02.2023	20.02.2023	Regulation amendment
ART 14.2	20.02.2023	20.02.2023	Regulation added

1. AIM OF THE CHAMPIONSHIP

The aim of the series is to provide all BMW Car Club Members with a safe and cost-effective BMW racing series. It is the intention that serious competitors with purpose built track cars who have reached the ceiling in the existing BMW Club time trial series migrate into the BMW CCG Club and Regional Racing Series (also referred to as BMW CCG CRS). The aim of the championship will be to declare an overall BMW Regional Champion for 2023 and club class champions for 2023. The Series will be known as The BMW Race Series

2. CONTROLLERS OF THE CHAMPIONSHIP

The Controllers of the Championship will be Motorsport S.A. (herein referred to as MSA), who have delegated the management and control to the Northern Regions Motorsport Committee and the BMW Car Club Gauteng Chairman or his appointed officials, being the BMW Club Racing Series Chairman and Vice-Chairman.

3. DEFINITION

The series will be limited to BMW vehicles that are powered by BMW engines only and will be called the BMW ///M Performance Parts Race Series. The Championship will run on regional status as part of the BMW Car Club Gauteng Race Series and on an invitational basis with other tours in the Northern Region.

The Chairman reserves the right to allow or disallow any entry into the series and into any of the rounds without having to give reasons.

4. REGULATIONS

All qualifying races will be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), and all of the Standing Regulations and the Supplementary Regulations issued by the Promoters. No rule is intended to exist in a vacuum; each rule should be read 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 favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless. If a specific rule or latitude is not found in these regulations, whether stated it is or is not allowed, that will mean it is not allowed. The MSA GCR's will then apply.

5. ELIGIBILITY

Cars must have the engine and chassis of the same manufacturer (I.E BMW). The Championship is open to all holders of valid MSA Regional Circuit licences issued by MSA. All drivers must be current and paid up members of BMW Car Club Gauteng, as well as having paid the BMW CCG Club Racing Series annual entry fee. BMW Car Club Gauteng by way of its Office Bearers (Club Chairman, Vice Chairman and Race Series Chairman) reserves the right to accept or decline a membership application or renewal.

6. LATITUDES

These refer to the BMW CCG Club Racing Series Standing Supplementary Regulations.

- 6.1. Drivers are reminded that they assume ultimate responsibility for their race car's conformance to all rules, regulations, and specifications even if they did not perform the work themselves. Every driver is responsible to ensure that all work done and all parts installed on his race car are accomplished in a manner that ensures conformance with all applicable rules.
- 6.2. No driver under the influence of alcohol or drugs may partake in any official BMW CCG CRS session. A driver found guilty of this transgression shall face penalties as decided by MSA within their rights to do so according to the MSA GCR's.
- 6.3. Passengers are not permitted during any official BMW CCG CRS session.
- 6.4. No person who has passed the first trimester of pregnancy may partake in any official BMW CCG CRS session.
- 6.5. No other person other than the registered driver on the entry form may drive their vehicle during any official BMW CCG CRS session. Should a driver on the entry list wish to drive another vehicle other than that with which he has entered, he must complete the relevant document and apply to the Clerk of the Course to do so.
- 6.6. All vehicles must be scrutineered by the scrutineer the technical committee appoints and will be required to display the applicable scrutineering sticker in the top left corner of the windscreen.
- 6.7. Before any official BMW CCG CRS session commences on a race weekend, a drivers briefing will be held for all drivers. This is mandatory for all drivers to attend. Should you not attend a drivers briefing you will be given an official warning. Should you miss another drivers briefing, you will automatically be excluded from the race meeting. The organisers/stewards reserve the right to call any additional drivers briefing where required, and will make drivers aware of this in writing by posting a notice on the official notice board.
- 6.8. Log books are used for the duration of the season. A log book will be issued for a vehicle at the first round it has entered in the BMW CCG Club Racing Series. Replacement log books can be ordered from MSA directly and are for the driver's account.

- 6.9. Safety harness– Each vehicle must have a properly fitted 6 point safety harness and must be SABS and FIA approved. The expiry date printed on the harness will be checked during scrutineering and will be obligatory as per MSA specification.
- 6.10. Brake lights are mandatory and it is highly recommended that cars have windscreen wipers, indicators and head lights.
- 6.11. Fire extinguishers - A fire extinguisher that meets MSA requirements must be fitted in the interior of the vehicle in a place to which the driver has easy access.
- 6.12. Roll Cage- Each car will be required to be fitted with a roll cage welded into the vehicle, together with a “sissy bar” over the driver’s door capable of preventing serious deformation of the body work in the event of a collision or roll over. Aluminium roll cages are not permitted. A full roll cage is recommended per MSA/FIA specification with a minimum of 6 mounting points. There must be a diagonal cross bar in the rear hoop. Any part of the roll cage that can come into contact with the body of the driver or passenger must be padded. Bolt in roll cages are not allowed.
- 6.13. Battery- Battery position is free, but it must be securely mounted and sealed to the satisfaction of the scrutineers.
- 6.14. Circuit breaker- A circuit breaker capable of being operated from both inside and outside the car must be fitted into one of the main battery cables and clearly marked.
- 6.15. Race suit, helmet and gloves- Drivers shall be required to wear a fire retardant race suit, as well as a crash helmet (open or closed face), balaclava and gloves. Persons wearing NON FIA race suits are required to wear fire retardant underwear. A neck restraint system is not mandatory but is highly recommended.
- 6.16. Safety net - It is mandatory that a net is fitted to the driver’s side roll cage to prevent any portion of the driver’s body protruding in the event of a collision or roll over and must have a quick release that is accessible to marshals or medics from outside the car, and refer to point 6.24.
- 6.17. 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.
- 6.18. Towing straps- Shall be fitted to the front and rear of the vehicle should there be a need for it to be towed out of a sand trap or removed from the track. This should be clearly marked, it is recommended that tow straps be used, however tow hooks are allowed.
- 6.19. Reference to stock or standard means specification of the standard road car as sold by BMW in South Africa as a production model.
- 6.20. The stock bonnet latching mechanism may be removed when at least two bonnet pins are used to hold the bonnet closed.
- 6.21. The driver’s race number, name and class – Refer GCR 246, GCR 247(i) and 248. SSR4.
 - i. All BMW Race Series cars entered for a regional championship race meeting must be fitted with a competition number, which will be supplied by BMW Race Series
 - ii. Competition numbers must be displayed on each side of the vehicle:
 - a. On the rear side windows, with the driver’s name below the number.
 - b. The colour of the number must be white.
 - c. The text height must be 200mm for numbers and a minimum of 80mm for driver’s name.
 - d. Font must be Arial Black.
 - iii. Front Windscreen:
 - a. The competition number must be displayed on the top corner of the passenger side on the front windscreen, under the Title Sponsor’s sticker.
 - b. The driver’s class must be displayed below the competition number.
 - c. The colour of the number and class must be white.
 - d. The text height must be 140mm.

- e. Font must be Arial Black.
 - iv. Rear window:
 - a. The driver's name must be displayed at the bottom of the rear window, the top is reserved for sponsors
 - b. The text height must be a minimum of 80mm.
 - c. Font must be Arial Black.
 - v. Race cars without rear side windows or rear windows (i.e Z3, Z4 etc) will be allowed to have their race numbers and names displayed on both doors.
- 6.22. Wheel arches-Tyres may not protrude from the vehicle.
 - 6.23. Window tinting is strictly prohibited.
 - 6.24. Windows- Side and rear glass may be replaced with a lightened material. Windscreens must be shatterproof glass or Poly Carbonite. Only the driver's window may be completely open and then must be accompanied with a secured safety net.
 - 6.25. Ducting- Free of restriction.
 - 6.26. Fender well liners may be removed.
 - 6.27. Wheel & Tyre Dimensions-The organisers/stewards reserve the right to adjust the width of the complete wheel or vehicle track in order to maintain the balance of performance between the cars. Measurements will be taken horizontally at axle centre line height.
 - 6.28. Bodywork must be respected and must be based on a factory built model past or present. No space frame vehicles will be allowed.
 - 6.29. The car must be easily recognisable as a specific model produced by BMW.
 - 6.30. Aerodynamic aids- Free of restriction. Must not exceed the outer side dimensions of the bodywork, i.e. width of the car excluding side mirrors and canards.
 - 6.31. Body kits- Free of restriction.
 - 6.32. Original basic silhouette of the vehicle as manufactured by the factory must remain intact.
 - 6.33. Mounting materials may be replaced with other materials. The same amount of mountings as the original standard factory spec must be used.
 - 6.34. Bodywork materials- Free of restriction.
 - 6.35. Vehicle interior- The vehicle must be free of any free-moving object at all times.
 - 6.36. Stripping- Free of restriction.
 - 6.37. Wiring loom- May be completely removed and replaced with basic wiring required by applicable management systems.
 - 6.38. Door panels- Must be covered with a singular blanking plate of any material and be securely fastened to the door panel frame.
 - 6.39. Sunroof- Where applicable, where the sunroof mechanism has been removed the sunroof must either be sealed or replaced with the same material as the roof skin or Lexan or similar and tightly sealed.
 - 6.40. Rear view mirrors-Exterior side view mirrors are mandatory, interior rear view mirrors are optional.
 - 6.41. Driver's seat-One piece FIA approved seat for driver
 - 6.42. Steering wheel- Free of restriction. Airbag units must be removed.
 - 6.43. Gear lever- Free of restriction.
 - 6.44. All steering locks must be disabled or removed.
 - 6.45. Spare wheel and tools-Must be removed.
 - 6.46. Rear bulkhead must be sealed in steel. No fibre glass or carbon fibre panels may be used for the rear bulkhead. These are required if there is any fueling system present in the boot of the car that is exposed in any way. If the standard fueling system is retained under the rear seats, the rear bulkhead is not required.

- 6.47. Springs- Free of restriction.
- 6.48. Front camber plates/slotting- Free of restriction.
- 6.49. Rear camber- Free of restriction.
- 6.50. Coil overs- Free of restriction.
- 6.51. Sway bars- Free of restriction.
- 6.52. Front brace- Free of restriction.
- 6.53. Rear brace- Free of restriction.
- 6.54. Control arms- Free of restriction.
- 6.55. Spacers- Free of restriction.
- 6.56. Suspension bush material- Free of restriction.
- 6.57. Brakes- Free of restriction.
- 6.58. Brake friction materials- Free of restriction.
- 6.59. Brake fluid- Free of restriction.
- 6.60. Fuel and fuelling systems- As per MSA GCR 240 with Ethanol being allowed in the series up to a RON of 109. For safety purposes it is mandatory that Ethanol mixes be done before arriving at the track. Vehicles using Ethanol must display an ethanol sticker on the fuel filler cap. NO Methanol is allowed
- 6.61. Surge tanks- Free of restriction. Must conform to the rear bulkhead rule.
- 6.62. Fuel pumps- 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. A secondary fuel pump is allowed so long as the car still conforms to the rear bulkhead rule.
- 6.63. Octane boosters- Free of restriction; refer to **6.63 6.60**
- 6.64. Intake manifold- Free of restriction.
- 6.65. Engine management chips/software- Free of restriction.
- 6.66. Engine management/ECU systems- Free of restriction.
- 6.67. Pistons- Free of restriction.
- 6.68. Crankshaft- Free of restriction.
- 6.69. Cam timing- Free of restriction.
- 6.70. Compression ratio- Free of restriction.
- 6.71. Oil coolers- Free of restriction, as long as they are contained within the body work and do not require alteration to the outer body work or steel areas of the engine bay.
- 6.72. Diff and gearbox coolers- Free of restriction, as long as they are contained within the body work and do not require alteration to the outer body work or steel areas of the engine bay.
- 6.73. Radiators- Free of restriction as long as they are contained within the body work and do not require alteration to the outer body work or steel areas of the engine bay.
- 6.74. Intercoolers- Free of restriction as long as they are contained within the body work and do not require alteration to the outer body work or steel areas of the engine bay.
- 6.75. Spark plugs- Free of restriction.
- 6.76. Ignition coils- Free of restriction.
- 6.77. Water pumps- Free of restriction, as long as they are contained within the body work and do not require alteration to the outer body work or steel areas of the engine bay.
- 6.78. Fans- Free of restriction as long as they are contained within the body work and do not require alteration to the outer body work or steel areas of the engine bay.
- 6.79. Catchment tank– 1 litre catch tanks must be fitted in the engine compartment to all cars that make use of forced induction. The tank must be empty before the start of each track session. Alternatively, the standard closed circuit breather system must be in operation.
- 6.80. Antifreeze or any similar substance must not be in the coolant system.
- 6.81. Sump drain plugs–Engine, gearbox, oil filler caps and diff plugs are required and are to be wired to prevent oil leakage onto the track.

- 6.82. Catalytic converters- May be entirely removed.
- 6.83. Oil sump- Free of restriction.
- 6.84. Coolant expansion tanks- Free of restriction (minimum 1 litre).
- 6.85. Bolts/Wheel nuts- Free of restriction.
- 6.86. Exhaust-Free of restriction but must adhere to the applicable noise level limit. An exhaust strap/or chain must be attached at the point where the exhaust exits the bodywork of the vehicle to tether it to the chassis. The applicable noise level limit if required will be stated in the Supplementary Regulations for each round.
- 6.87. Hoses – 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.
- 6.88. Race Tyre Restrictions –
 - A) Class A – No restrictions on brand if Full Slick or Full Wet tyres. Bridgestone Potenza RE-11s semi slick tyres up to 31 March 2023. From 1 April 2023, restricted to Dunlop Direzza DZ03G (H1 compound) semi slick if not using Full Slicks or Full Wet tyres. Cars using Full Slick Tyres must do Class A times or revert to semi slick tyres and their timed class. Non Class A cars can only use Full Slick Tyres as outlined in 6.88D
 - B) Class B, C, D & E – Restricted to Dunlop Direzza DZ03G semi slick (H1 compound) and Bridgestone Potenza RE-11s Semi Slick tyres only up to 31 March 2023. From 1 April 2023, restricted to Dunlop Direzza DZ03G (H1 compound) semi slick .
 - C) Bridgestone Potenza RE-11s Semi Slick tyres will be limited to no wider than 265/35/18 tyres and Dunlop Direzza DZ03G (H1 compound) semi slick tyres to no wider than 295/30/18 tyres
 - D) Historical Vehicles (like the BatMobile), where a historic vehicle cannot fit tyres as per rule 6.89 6.88(b) then application in writing to the CRS Chairman needs to be made for the use of tyres as per rule 6.89 6.88(a) and will be classed as per rule 7.6.7.7

6.89 No water/methanol injection systems allowed.

7. RACE FORMAT

- 7.1. The series will comprise of a race with a minimum of 10 laps at Zwartkops and 8 laps at Phakisa, Red Star Raceway and Kyalami. Should the series host a round at a circuit not mentioned above, the CRS Chairman will advise by means of a bulletin how many laps each race will be.
- 7.2. There will be 8 rounds in the season as laid out in the MSA calendar. All 8 rounds count towards the overall and class championships. Rounds may be added or removed during the year.
- 7.3. There will for the present be 5 classes, but these may be modified depending on entrants. Please refer to the class rule appendix for full explanation of the classes.
- 7.4. All 5 classes for the moment will form one race and start the race in rolling formation. Should more than 30 entries be received for a race at a track less than 3 km, the controllers must run separate races for different classes at their discretion.
- 7.5. Refer to MSA SSR's for full rolling start procedure. No vehicle may pass the rearmost part of the vehicle in front of his/her grid position before the last solid white line. Transgression of this rule will result in a 30 second penalty being imposed onto the transgressor's total race time for the race in question.
- 7.6. Classes are determined by breakout times.
- 7.7. Vehicles/Drivers will be classed after the official BMW CCG CRS practice and qualifying session of the first race weekend. A driver will be entered into the class equivalent to the lap time set in the first official practice and qualifying session the driver enters. The Vehicle/Driver combination will be classed in that class for the rest of the year. Should conditions prevail that prevent proper classification of one or all entrants, the Race Chairman will determine classes at his discretion

- 7.7.1 Should a driver be entered into two or more race categories in a race weekend ~~and choose to only use one race category practice and qualifying session for all championships, that practice and qualifying session will be deemed as an official BMW CCG CRS session and will be subject to the normal classing and breakout rules. Should the driver use two or more practice and qualifying sessions for the various race categories,~~ the official BMW CCG CRS practice and qualifying session as per the program will be used as a qualifying and class time for BMW CCG CRS races, regardless if a better time was set in a different session.
- 7.8. Should a new driver enter the series in a vehicle previously entered by a different driver, the new driver/vehicle pairing shall be evaluated for classing. The classing system is not exclusive to a driver or a vehicle, it applies to specific driver/vehicle pairings.
- 7.9. Vehicles/Drivers will be continually evaluated throughout the season.
- 7.10. Vehicles/Drivers that enter for the first time in the season after the first official race weekend will be classed after their first official BMW CCG CRS practice and qualifying session.
- 7.11. Should a driver not have entered an official BMW CCG CRS practice, qualifying session or race round but would like to enter a future race round, the driver will be classed according to the time set for the practice or qualifying session for that round. If no time is set, the driver will start at the back of the grid and be classed at the end of that race.
- 7.12. a) If a driver breaks out of his class by less than 0.5 of a second in a BMW CRS practice, qualifying or Race 1, and elects to stay in their current class, he will receive a 30 second penalty added to the total time of Race 1. If in Race 2, 30 seconds will be added to the total time of Race 2. Alternatively, should the driver wish to compete in the higher class, the driver will be scored in the new class for the day and will carry over a percentage of points earned in the championship prior to the round as detailed below. The vehicle/driver will then remain in that class for the rest of the season unless he/she breaks out of the new class again at which time rule 7.12 will apply again.
- b) If the driver breaks-out by more than 0.5 seconds of the break-out time in the BMW CRS practice or, qualifying session or any of the races, then he will automatically compete in the higher class for the day, and will carry over a percentage of points earned in the championship prior to the round as detailed below. The vehicle/driver will then remain in that class for the rest of the season unless he/she breaks out of the new class again at which time rule 7.12 will apply again.
- c) A driver will be allowed 1 break-out in a season, on the 2nd Break-out the driver will move up to the class above.
- d) Where the driver breaks out in a split race as per rule 7.4, and the conditions (weather, safety car, etc) differ between any of the races on the day (i.e. both Race 1's and/or both Race 2's), then the Race Chairman will determine the position of the driver that has broken out in their new class.
- 7.13. All points will be carried over to the new class and the overall championship according to the following schedule:
- | | |
|---------------|---------|
| Round 1-3 | 100% |
| Round 4-9 4-6 | 90% 80% |
| Round 7+ | 60% |
- 7.14. A competitor may at any time apply to the technical committee in writing, supported by good reason, to change a vehicle from one class to a lower class. The technical committee will ultimately decide on

whether or not to move the competitor to the lower class and if points earned will be carried over and in what ratio. (in line with rule 7.13).

- 7.15. Any competitor who has had his/her vehicle re-classified by the technical committee shall have the right, within 14 days of being notified, to address the technical committee in writing, objecting to the reclassification. After considering the views of the competitor, the technical committee shall have the right to change or abide by their decision.
- 7.16. All class changes shall be notified to the competitor in writing if not on the day of the round. Email will be considered as written notification.
- 7.17. If a competitor changes his/her car **once through the season** but remains in the same class for that season, his/her points will not be reset and will be carried over to the new vehicle/driver championship **and not be subject to rule 7.13.**
- 7.18. If a competitor finishes in the top 3 of their class in the previous year's championships and the car has no major modifications, the competitor **must enter the new year in the same class, will be subject to rule 7.7 and will be classed as a minimum in the same class as per the previous year's championship even if the competitor does not achieve the class time.**
- 7.19. Should the chairman, club committee, MSA Northern Regions Committee, event stewards or any appointed judge of fact suspect that a driver is not driving to their full potential or sandbagging, a special meeting of the drivers may be called to collectively agree on a remedy. Such a meeting will be chaired by the series chairman. Such remedy can be but is not limited to a class change, exclusion from results, exclusion from the club or exclusion from the series. Any decisions or results taken will need to be approved or overturned by the club committee or the MSA Northern Regions Committee.
- 7.20. Sandbagging describes someone who underperforms (usually deliberately) in a round. The term has multiple uses, such as a driver who competes in a round in a series below their level of expertise to finish high and score maximum points. The term can also be used to describe a fast driver who holds back during a race to manage a lap time and avoid breaking out. Sandbagging is vehemently discouraged and frowned upon in the series. A driver who may be too fast for his/her class is encouraged to either voluntarily move to the higher class, or mechanically limit the performance of the vehicle so that it still has to be driven to its full potential to remain competitive.
- 7.21. Pit-to-car communication systems are also prohibited during all official sessions for Class B, C, D, and E, pit boards are also prohibited.
- 7.22. Telemetry data and on-board footage from all vehicles, where applicable, must be made available to the technical committee if it is requested by them.
- 7.23. The organisers/stewards reserve the right to amend race formats and will state these changes in the SR's for that particular round.
- 7.24. A competitor must compete in at least 3 rounds for their points to count towards the championships otherwise the driver will be considered an "invitational" driver. These rounds must be in the same class. If a driver breaks out, the different class rounds will be aggregated. The "invitational" driver will be placed in their respective class as per Rule 7.7, and will be eligible for points and trophies on the specific round only, however the driver's position and points will be deleted from the overall championships and drivers below him/her will move up a position and receive the respective points for that position on the overall championships.
- 7.25. A novice competitor or a competitor that has never raced in any other category or series will be required to start at the back of the grid for his/her first 2 races and it is recommended that bunting tape be placed on the back of his/her vehicle to identify them as a novice. The next 2 races the novice will have the choice to start in his/her actual grid position as per point 9 or to start from the back of the grid. Thereafter the novice will start from his/her grid position as per point 9.
- 7.26. A driver may not swap vehicles or use a spare vehicle if the original vehicle has broken after the start of qualifying of the race round.-

- 7.27 Two drivers cannot share an entry to a single round, i.e. sharing race 1 and race 2. A car can be shared from a round to round basis.

8. MINIMUM NUMBER OF STARTERS

- 8.1. To qualify as a round of the BMW CCG Club Racing Series, there must be 12 starters for the whole category for qualifying per round. The MSA Northern Region committee will be the final decision makers as to the inclusion of the round in the championship scoring.

9. GRID POSITIONS AND QUALIFYING

- 9.1. Grid positions for race 1 will be determined by the qualifying session by class. Should it occur that at a round a qualifying session cannot be held, drivers will start in their current overall championship position by class, based on those competitors who are present at the circuit at the scheduled time of qualifying, based on a sequential descending order.
- 9.2. Qualifying will be a minimum of 15 minutes for tracks longer than 3km, tracks shorter than 3km, qualifying will be split, a minimum of 10 minutes for Classes (A & B) and a minimum of 10 minutes for Classes (C,D & E) or unless otherwise notified by the CoC/CRS Chairman/CRS Vice-chairman.
- 9.3. Grid positions for race 2 will be based on race 1's finishing positions and laps completed in Race 1, (so all the drivers who did 8 laps get inverted then all the drivers who did 7 laps inverted etc.), prior to any time added or penalties in Race 1, per class and then inverted within each class for the first 5 positions of Race 1's results. The starting grid will be made up in the following order: A, B, C, D, E.
- 9.4. If a competitor fails to qualify, the car will be placed at the back of their class for race 1. Similarly if a competitor did not finish race 1 then the competitor will start at the back of their class for race 2. Reference should be made to Section 7 where the competitor has not set a time at all.
- 9.5. Rolling starts shall have a staggered formation as per the normal standing start grid position line up i.e. cars behind the pole car must maintain a staggered formation with each driver ensuring that the front of his/her car is behind the rear of the car next to, and ahead of, his/her car on the grid.
- 9.6. If a competitor fails to be in the nominated pre-race paddock 15 minutes before an official race his spot on the grid shall be left blank and he will be required to start the warm up lap from the pits once all cars have passed pit exit and remain at the back of the grid. Other qualifying competitors are not permitted to move up a grid spot, the non-starting competitor's grid spot is to remain open. Once the two minute board is displayed on the starting grid, the pit lane exit will be closed for any drivers to enter the circuit and they will start the race in the pit lane once all cars have passed pit exit.
- 9.7. If a competitor has an issue (breakdown, spins off, etc.) on the formation lap, and is able to rejoin the race, that competitor must start from the back of the grid. Other qualifying competitors are not permitted to move up a grid spot, the non-starting competitor's grid spot is to remain open.

10. POINTS

- 10.1. The BMW CCG Club Racing Series and rounds to count shall be as set out in the 2023 MSA Calendar and are subject to changes at the discretion of the CRS Chairman and CRS Vice-chairman.
- 10.2. Should there be a tie at the end of the season the competitor with the greatest number of first positions will be declared the champion, failing this seconds and then thirds and so on. If this remains ineffective the MSA Northern Regions Motorsport Committee shall declare the Champion on such a basis as it deems fit.
- 10.3. If a tie occurs within a class at a single race meeting, the shortest time to complete both of the two races combined will declare the overall winner and lower places as long as they have completed the same number of laps. If they are still tied, positions will be decided by the highest finishing positions of both races. If there is still a tie, they will share the class position for the day and any applicable prizes.
- 10.4. **Points Scoring** - Race Points will be scored in classes on the following basis:
1st - 10 points

2nd - 8 points
3rd - 6 points
4th - 5 points
5th - 4 points
6th - 3 points
7th - 2 points
8th - 1 point

All other competitors classified in the results published by the organisers of the meeting get 1 point in their respective class.

Where there are 3 cars or less entered into a class, they will be scored as follows:

1st - 8 points
2nd - 6 points
3rd - 5 points

- 10.5. Where a race meeting is held with more than one race, each race will be scored as a separate race. Should a race be stopped or shortened and not re-run before completion of 66.7% of the full distance, no points will be scored for that race. If only one race is held on a day, double race points will be scored for the race.
- 10.6. Individual Race Points will only be awarded when a minimum of 66.7% of the race has been completed.
- 10.7. If there are 8 or more ~~than 9~~ rounds scheduled for a calendar year, then the driver will be allowed to drop his/her lowest points round from the championships. However if a calendar year ends with 7 or less rounds due to any unforeseen circumstances or if rounds are cancelled in that year then no rounds will be dropped.

11. NOTES

- 11.1. Control of the BMW CCG Club Racing Series is vested in the BMW Car Club Gauteng Chairman and/or whomever he appoints as representative or controller or technical committee or BMW CCG CRS Chairman and BMW CCG CRS Vice-chairman as he deems fit.
- 11.2. The Chairman will be responsible for all decisions regarding technical eligibility and classes with consultation from whomever he appoints as representative or controller or technical committee or BMW CCG CRS Chairman as he deems fit. The Chairman reserves the right to consult a judge of fact for any matter of their choosing.
- 11.3. The Chairman or whomever he appoints as representative or controller or technical committee or BMW CCG CRS Chairman as he deems fit, through MSA reserves the right to exclude any car at any time from racing, should it not satisfy the eligibility requirements.
- 11.4. All vehicles are to carry series sponsors decals and numbers supplied by the organisers/stewards. (See also GCR 246).
- 11.5. The first set of decals and numbers will be supplied free of charge to competitors. Should a competitor require a second set of decals and numbers, the set will be for the competitors cost. The amount payable will be advised.
- 11.6. Any provision unforeseen in drawing up these regulations and specifications, or any additions or amendments to be made thereto, shall be the subject of a circular to these rules, issued by the Chairman and the technical committee.

12. YELLOW AND RED CARD SYSTEM

- 12.1. Each round will have an appointed Incident Reporting Officer (IRO). Any contact between vehicles must be reported to the IRO immediately after the end of the race. If the incident is not serious and both drivers agree that it was a racing incident, the IRO will advise the CoC of this by electronic message (such as WhatsApp) and the matter will be considered resolved. Any driver wishing to report the incident to the CoC can still do so within the 30 minutes of the end of the race.
- 12.2. Yellow and Red cards may be awarded by the Clerk of the Course or Stewards to competitors for reckless and dangerous driving, bumping and causing damage to their own and other cars, unsportsmanlike behaviour and/or any contravention of these regulations. The Clerk of the Course reserves the right to investigate the incident and issue a Yellow card and/or a 20 second penalty or any other penalties to one or both drivers at his discretion.
- 12.3. If a competitor is issued with a Yellow card, he/she will be under observation for the following three race heats. If the competitor is penalised with a Yellow card whilst holding an existing Yellow card in this period, he/she will automatically be penalised with a Red card.
- 12.4. If a competitor is penalised with a Red card, he/she will automatically be banned from participating in the following BMW CCG Club Racing Series race round. A Red Card in any official session excludes the competitor from that point onwards and the following round. The Red Carded competitor will not be allowed to drop the round impacted by the Red Card. Two Red cards in any one season will automatically exclude the competitor for the rest of the season.
- 12.5. Non-competing BMW CCG committee members, the CoC, circuit officials and marshals are authorised to report incidents.
- 12.6. Failure to report an incident between 2 or more drivers to the IRO or CoC will result in a Yellow card being issued to one or more drivers with the offending driver additionally receiving the penalty for the transgression committed. These can be issued retrospectively where evidence is available of the incident up to 17h00 on the Tuesday after the end of the race round.
- 12.7. If a competitor or their crew is found to be verbally and/or physically abusive at a race round, an immediate Red Card will be issued to the competitor by the CoC or BMW CCG Office Bearers.

13. PROTESTS/APPEALS/PENALTIES.

- 13.1. Results become final 30 minutes after any official session if no protests or appeals are received in this time. If protests or appeals are received in this time, the steward/CoC may choose to investigate and pose penalties within 10 business days of the incident but is required to notify the driver in question in writing as to the time and date such penalties will be announced.
- 13.2. Results may be amended after this period if the outcome of the protest/appeal affects results in any way.
- 13.3. The Steward/CoC/CRS Chairman/CRS Vice-chairman may act within their rights to investigate a car or driver for transgression of any rule without requiring any official protests from any other driver. Any driver who wants to protest a transgression must follow the correct process as per the MSA GCR's.
- 13.4. Penalties are not considered confidential. Protests and appeals remain confidential until they are decided and are not confidential afterwards. Data concerning penalties and appeals may be released by the BMW CCG Club Racing Series officials at their discretion.

14. SPONSORS/ADVERTISING

- 14.1. It is a mandatory requirement that all vehicles affix sponsor and advertising branding in positions determined by the committee and CRS Chairman/CRS Vice-chairman during every session. This is a requirement that forms part of the scrutineering process and non-conformance shall mean that a competitor is not allowed to start any official session. Refer to the figures below for guidance on provisional positions of sponsor and series branding. Should any new sponsor/partner join the series during the season, the committee will advise of the advertising requirements. These shall also become mandatory as per the above.

14.2 No soliciting of sponsors will be allowed on cars, for example stickers or branding having wording such as "Sponsor Me", "Put your brand here", etc.

15 DRIVER CONDUCT ON TRACK

15.1 "Close proximity" - It is normal for a challenging car to be in close proximity, by being directly behind, or to the inside or outside of the lead car within approximately 1 or 2 car lengths behind the front car and in a position to make an overtaking manoeuvre.

15.2 The vehicle ahead of any other vehicle in close proximity on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner. (e.g. if you exit a corner on the outside and move across to the inside line to defend the next corner, you must stay on the inside line entering the next corner: Where the natural line exiting a corner is on the outside, but the driver then needs to move across the track to the opposite side for entry of the next corner (e.g., from a left-hand corner to a right hand corner and vice versa), any deviation from the "normal" racing line will count as a direction change.

15.3 Straight Line racing and Sweeps

15.3.1. If the Front Bumper of the challenging car is behind the rear bumper of the lead car in a straight line or in a sweep, the lead car may change direction and defend the position.

15.3.2. The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line.

15.3.3. Remembering, once the lead car has defended by changing direction, the lead car may not make a 2nd change of direction.

15.4. Entering the Corner (Phase 1):

15.4.1. Two or more cars entering the braking zone of a corner together, it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated.

15.4.2. The lead car may enter the braking area in whichever way he or she wishes inside, middle or outside, provided the rules above have been adhered to (see 15.3).

15.4.3. Once the lead car has entered the braking zone with a car in close proximity, the lead car may NOT change direction to block/crowd the challenger. (E.g., A driver may choose the inside line when there is a car in close proximity but may not drift across under brakes to then try and get a better line entering the corner).

15.4.4. The changing of direction by the lead car in the braking area is prohibited as this would lead to "baulking" of the challenger, and any resultant contact between the two vehicles would be deemed the fault of the lead car.

15.5. Middle of the Corner (Phase 2)

- 15.5.1. If the challenger is on the inside in the braking area at the turning point and his front bumper is behind the centre of the leaders (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line. (Note: Turn in point and not the end of braking zone, as some corners require turning whilst still on the brakes) Telemetry and video footage of previous laps can also be used by the Driver Standards Committee to determine the turn in point if required.
- 15.5.2. It must be remembered that the lead car has too and will, turn with the aim of apexing unless the inside challenger is alongside and passed the B Pillar at the turn in point.
- 15.5.3. If at the Turn in point, the inside car is passed the B-Pillar of the outside car, the car on the outside cannot turn in and take the normal racing line and must give space for the car on the inside to take the corner.
- 15.5.4. If at the turn in point, the car on the outside is behind the B pillar of the inside car, the outside car will allow the inside car to take the normal racing line exiting the corner. (Outside car cannot try and hang it around the outside).
- 15.5.5. If the Outside cars front bumper is passed the B pillar of the inside car at the turn in point (Along Side the Inside Car) and remains ahead of the B-pillar at the midway point of the corner, the inside car must allow the outside car enough room through the corner and exiting the corner.
- 15.5.6. If midway through the corner the outside car has fallen behind the B-Pillar of the inside car, the outside car must withdraw and expect the inside car to take the normal racing line exiting the corner.
- 15.5.7. Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; (Provided no brake testing has been performed by the lead car).
- 15.5.8. Furthermore the bumping of the outside car behind the B pillar by the inside car is also the fault of the inside car, if the outside car was abiding by the above rules.
- 15.5.9. The 'Y' or 'T' bone by a challenger on the inside of the lead car would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead car off the circuit or a seriously over-aggressive move and will be deemed the fault of the challenger provided the lead car abided by the rules above.
- 15.5.10. The onus for a clean and clear overtaking manoeuvre lies with the challenger as he/she has a clear view of what is in front and the knowledge of the anticipated line that the lead car should or would take through the corner unless the lead car makes a premature or sudden direction change in the braking area, which would then be the fault of the lead car.

15.6. Exiting the Corner (Phase 3)

- 15.6.1. From the "apex" out (Mid Corner), if the outside car is past the inner cars B-Pillar at the turn in point and remains there at the midway point of the corner, the inner car will take extra care not to drift wide under power forcing the outer car wide and ultimately off the circuit at the exit.
- 15.6.2. Drivers should exercise extra caution. The inside car should exercise extra caution to avoid contact, by lifting off the throttle, applying brakes or taking extreme evasive action. If there is no evidence of evasive

action this will certainly count against the Inside Car. At the same time, the outside car must also take extra care not to crowd the inside car inwards of the racing line.

- 15.7.** Any obstruction manoeuvre by one or several drivers with or without common interests is prohibited. It is not allowed to constantly roll together several cars, or to adopt a fan formation so that another car cannot overtake them. In this case the blue flag will be shown to the drivers, and it will be reported to the CoC or the Stewards for their consideration.

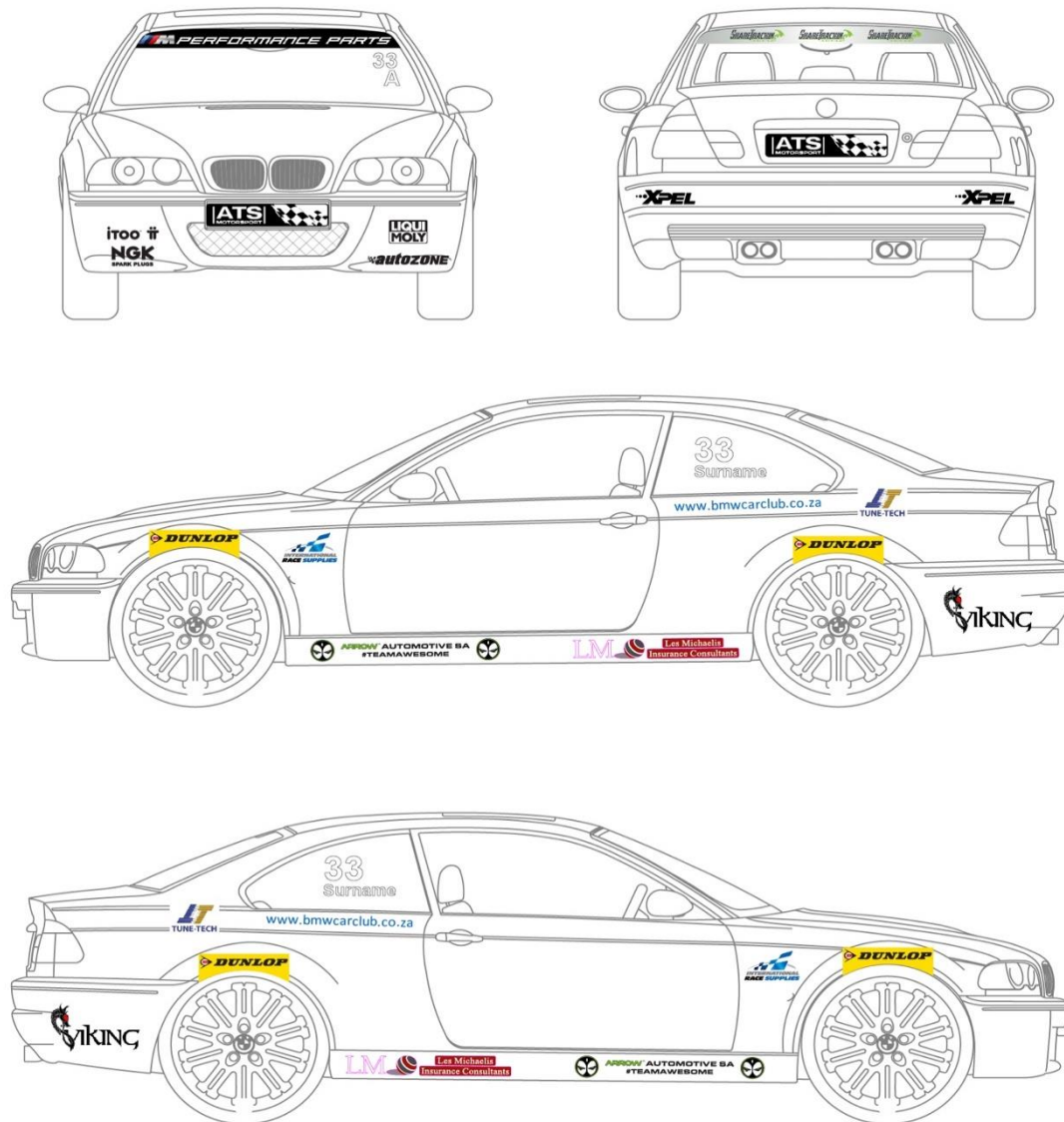
16. Review of Incidents

- 16.1** To assist the CoC in adjudication of driving conduct, all competing cars must be fitted with at least a forward-facing video camera, in a position that must show the position of the steering wheel, during all official qualifying sessions and all races.
- 16.2** In the event of conflicting incident reports from competitors and/or marshals and no suitable video material being available on the day, the CoC reserves the right to hold over any decision/sanction until a later date or the following race meeting, or when video evidence (if any) can be obtained. The onus is on the competitor to obtain and make available any video material to support their case. Every competitor is obliged to remain at the circuit for at least one hour after the publishing of the final race results. If a competitor does not make him/herself available when required by the CoC, a decision will be made without consideration of circumstances in incidents relating to that competitor.

17. SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding MSA, the Championship, the Club, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or MSA into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that MSA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

18. SPONSOR LOGO PLACEMENT



19. CLASS RULES

CLASS	ZWARTKOPS BREAKOUT	PHAKISA BREAKOUT	KYALAMI BREAKOUT	REDSTAR BREAKOUT	
A	NONE	NONE	NONE	NONE	
B	1.06	1.46	1.56	2.02	
C	1.09,5	1.51	2.02	2.07	
D	1.12,5	1.55	2.08	2.11	
E	1.15,5	1.59	2.12	2.16	
Races held in June and July will have an adjusted breakout time of 0.5 seconds faster.					
Should track or ambient conditions suggest that breakout times for a particular round may be incorrect, the chairman reserves the right to adjust the breakout times for that round at an equal ratio for all classes.					

NOTES ON CLASS RULES:

Should the series hold a championship round at a circuit other than those listed above, the technical committee shall determine the applicable breakout times and notify all competitors in writing 14 days before the commencement of the first official session of the applicable race weekend