



MSA WC REGIONAL BMWCCCT REGULATIONS

VERSION 1

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REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

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. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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1. AIM OF THE CHAMPIONSHIP

The aim of the Championship will be to declare an overall BMW CCCT Regional Champion for 2026. Class Champions are not recognised nor declared by the Controllers of the Championship but may be by the BMW CCCT.

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 MSA Western Cape Regional Committee who in turn will delegate some responsibility to the BMW Car Club Cape Town Chairman, Vice-Chairman or his / her appointed officials.

3. DEFINITION

The series will be limited to BMW vehicles that are powered by BMW engines only.

4. REGULATIONS

All qualifying races will be held under the General Competition Rules (GCRs) and Circuit Racing Standing Supplementary Regulations (SSRs) of Motorsport South Africa ("MSA"), and all of the Standing Regulations and the Supplementary Regulations issued by the Promoters.

5. ELIGIBILITY

- 5.1 Vehicles must have the engine and chassis of the same manufacturer (i.e. BMW).
- 5.2 The Championship is open to all holders with the minimum of a valid MSA Regional Circuit Car licence.
- 5.3 All competitors must be current and paid-up members of BMW Car Club Cape Town.
- 5.4 BMW Car Club Cape Town, 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

- 6.1 Competitors are reminded that they assume ultimate responsibility for their race vehicle's conformance to all rules, regulations, and specifications even if they did not perform the work themselves. Every competitor is responsible to ensure that all work done and all parts installed on his / her race vehicle are accomplished in a manner that ensures conformance with all applicable rules.
- 6.2 **Reserved**
- 6.3 **Reserved**
- 6.4 No other person other than the registered competitor on the entry form may drive their vehicle during any official BMW CCCT Race Series session. Should a competitor on the entry list wish to drive another vehicle other than that with which he / she has entered, he / she must complete the relevant document and apply to the Stewards to do so as per the MSA GCRs.
- 6.5 All vehicles must be scrutineered by the scrutineer appointed by the promoters/organisers and the competitors will be required to display the applicable scrutineering sticker in the top left corner of the front windscreen.
- 6.6 Before any official BMW CCCT Race Series session commences on a race weekend, a drivers' briefing will be held for all competitors. This is mandatory for all competitors to attend. Should a competitor not attend a drivers' briefing he / she will be given an official warning and will start Race 1 from pitlane. Should he / she miss another drivers' briefing, he / she will automatically be excluded from the race meeting. The organisers / officials reserve the right to call any additional drivers' briefing(s) where and when required and will make competitors aware of this in writing by posting a notice on the official electronic Notice Board.

- 6.7 Scrutineering log books are used for the competition vehicle for the duration of the race season.
- 6.8 Safety harness – The competitors safety Harness must be the minimum of a 5 (five) harness and comply with GCR 239 D-
- 6.9 Brake lights are mandatory. NO tinted brake lights are permitted. It is highly recommended that cars have functional windscreen wipers and head lights.
- 6.10 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.
- 6.11 **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 mandatory as per MSA / FIA specification with a minimum of six (6) mounting points (See GCR 239). 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 must be padded. Bolt in roll cages are not allowed.
- 6.12 **Battery** - Battery position is free, but it must be securely mounted and sealed to the satisfaction of the scrutineers.
- 6.13 **Circuit breaker** – A circuit breaker capable of being operated from both inside and outside the vehicle must be fitted into one of the main battery cables and clearly marked.
- 6.14 Race suit, helmet and gloves – Competitors shall be required to wear a fire-retardant race suit, as well as a crash helmet (open or closed face), balaclava and gloves. (See GCR 239)
A neck restraint system is not mandatory but is highly recommended.
- 6.15 **Safety net** - It is mandatory, in the absence of a shatterproof glass or polycarbonate, 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 and / or medics from outside the car.
- 6.16 Any door adjacent to a seat equipped with seat belts or harnesses must be capable of being opened from both inside and outside the car.
- 6.17 Towing straps shall be fitted to the front and rear of the vehicle which will be used should there be a need for the vehicle 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.
- 6.18 The standard OEM bonnet latching mechanism may be removed when at least two (2) bonnet pins are used to hold the bonnet closed.
- 6.19 The driver’s race number, name and class – Refer GCR 246, GCR 247(i) and GCR 248 & SSR4.
 - 6.19.1 All BMW CCCT Race Series vehicles entered for the Regional Championship race meeting must be fitted with a competition number.
 - 6.19.2 Competition numbers must be displayed on each side of the vehicle and positioned as follows:
 - a. On both doors and must not be smaller than 300mm x 300mm, with the driver’s name placed on rear window.
 - b. Race vehicles without rear side windows or rear windows (i.e Z3, Z4 etc) will be allowed to have their names displayed on both doors.
 - 6.19.3 The text height must be 250mm for numbers and a minimum of 80mm for the competitors name.
 - 6.19.14 The recommended Font is Arial Black or any legible Font, No Cursive fonts.
 - 6.19.15 Front Windscreen:
 - a. The competition number must be displayed on the top corner of the passenger side of the front windscreen, under the Title Sponsor’s sticker.
 - b. The driver’s class must be displayed below the competition number.
 - c. The text height must be 140mm.
- 6.20 **Windows** - Side and rear glass may be replaced with a lightened material. Windscreens must be shatterproof glass or polycarbonate provided they meet the requirements of SSR 6.23. Only the driver’s window may be completely open and then must be accompanied with a secured safety net.

- 6.21 Ducting to the inside of the car is free of restriction.
- 6.22 Fender well liners may be removed.
- 6.23 Bodywork must be respected and must be based on a factory-built road or race model past or present. No space frame vehicles will be allowed with the exception of SSR 6.23.1 below.
 - 6.23.1 Space frame vehicles will be allowed on an invitational basis at the Sub-Committee's discretion on behalf of the Controllers of the Championship in Class A only.
- 6.24 The car must be easily recognisable as a specific model produced by BMW.
- 6.25 Aerodynamic aids are free of restriction with the exception of below.
 - These must not exceed the outer side dimensions of the bodywork, i.e. width of the car excluding side mirrors and canards.
- 6.26 Body kits are free of restriction.
- 6.27 Original basic silhouette of the vehicle as manufactured by the factory must remain intact.
- 6.28 Mounting materials may be replaced with other materials. The same number of mountings as the original standard factory specification must be used.
- 6.29 Bodywork materials are free of restriction.
- 6.30 The vehicle interior must be free of restriction and must be of any no free-moving objects at all times.
- 6.31 Stripping of interior trim is permitted no restriction.
- 6.32 The wiring loom may be completely removed and replaced with basic wiring required for the applicable management systems.
- 6.33 The driver's side door panel must be covered with a singular blanking plate of suitable material and be securely fastened to the driver's door panel frame.
- 6.34 If the Sunroof mechanism (where applicable), 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.
- 6.35 Exterior side view mirrors are mandatory.
 - Interior rear-view mirrors are optional.
- 6.36 the driver's seat must be a one (1) racing piece seat, preferably FIA approved
- 6.37 The steering wheel is free of restriction.
 - Airbag units **must** be removed.
- 6.38 The gear-lever is free of restriction.
- 6.39 All steering locks must be disabled and/or removed.
- 6.40 The spare wheel and tools must be removed.
- 6.41 The rear bulkhead must be sealed in steel.
 - No fibre glass or carbon fibre panels may be used for the rear bulkhead. This is required if there is any fuelling system present in the boot of the car that is exposed in any way. If the standard fuelling system is retained under the floor of the vehicle, the rear bulkhead is not required.
- 6.42 The suspension springs are free of restriction.
- 6.43 Front camber plates / slotting is free of restriction.
- 6.44 Rear camber is free of restriction.
- 6.45 Coil overs suspension is free of restriction.
- 6.46 Suspension sway bars are free of restriction.
- 6.47 Suspension front braces are free of restriction.
- 6.48 Suspension rear braces are free of restriction.
- 6.49 Suspension control arms are free of restriction.
- 6.50 Suspension and wheel spacers are free of restriction.
- 6.51 Suspension bush material is free of restriction.
- 6.52 Brakes are free of restriction on condition that all four wheels are used in the system
- 6.53 Brake friction materials is free of restriction.
- 6.54 Brake fluid is free of restriction.
- 6.55 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 (Round orange "E") on the fuel filler cap. **NO** Methanol is allowed.

6.56 Fuel surge tanks may be used providing that they comply with SSR 6.41 and are behind the steel rear bulk head .

6.57 **Fuel pumps** - A mechanical fuel pump may be replaced with an electrical fuel pump provided that it is wired to the electrical system of the vehicle 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 vehicle still conforms to the rear bulkhead rule as stipulated in SSR 6.41.

6.58 Octane boosters are free of restriction and the use thereof must comply with SSR 6.55 above.

6.59 The Intake manifold is free of restriction.

6.60 Engine management chips / software is free of restriction.

6.61 Engine management / ECU systems are free of restriction.

6.62 Engine Pistons are free of restriction.

6.63 The Crankshaft is free of restriction.

6.64 Cam timing is free of restriction.

6.65 Compression ratio is free of restriction.

6.66 **Oil coolers** – Oil coolers are free of restriction, as long as they are contained within the body work and do not require alteration to the outer bodywork or steel areas of the engine bay.

6.67 **Differential and Gearbox coolers** – These are free of restriction, on condition that they are contained within the bodywork and do not require alteration to the outer body work or steel areas of the engine bay.

6.68 **Radiators** – These are free of restriction on condition that they are contained within the bodywork and do not require alteration to the outer body work or steel areas of the engine bay.

6.69 **Intercoolers** – These are free of restriction on condition that they are contained within the bodywork and do not require alteration to the outer body work or steel areas of the engine bay.

6.70 Spark plugs are free – Free of restriction.

6.71 Ignition coils are free of restriction.

6.72 Water pumps are free of restriction, on condition that they are contained within the bodywork and do not require alteration to the outer bodywork or steel areas of the engine bay.

6.73 Fans – These are free of restriction on condition that they are contained within the bodywork and do not require alteration to the outer body work or steel areas of the engine bay to be fitted.

6.74 Catchment tank – A one (1) litre catch tanks must be fitted in the engine compartment of all vehicles. The tank must be empty before the start of each track session. Alternatively, the standard closed circuit breather system must be in operation.

6.75 Glycol type antifreeze or any similar substance must not be in the coolant system.

6.76 Sump drain plugs – Engine, gearbox, oil filler caps and diff plugs are to be lock wired to prevent oil leakage onto the track.

6.77 Catalytic converters – May be entirely removed.

6.78 The Engine Oil sump is free of restriction.

6.79 Coolant expansion tanks are Free of restriction and must have a minimum capacity of two (2) litres.

6.80 Wheel Bolts / Wheel nuts are free of restriction.

6.81 The Exhaust system is free of restriction but must comply to the applicable noise level limits. 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 event.

6.82 **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.

6.83 **Race Tyre Restrictions –**

- 6.83.1 Class A is restricted to Dunlop / Falken Full Slick Tyres or Dunlop Direzza DZ03G (H1 Compound) semi slick if not using Full Slicks. Dunlop / Falken of Full Wet tyres is permitted if a wet race is declared. Non Class A cars can only use Full Slick Tyres as outlined in SSR 6.83.4 below.
- 6.83.2 Classes B, C, D, E & F are Restricted to Dunlop Direzza DZ03G semi slick (H1 Compound)
- 6.83.3 Dunlop Direzza DZ03G (H1 Compound) semi slick tyres to no wider than 295/30/18 tyres,
- 6.83.4 Historical Vehicles (like the BatMobile), where a historic vehicle cannot fit tyres as per SSR 6.83.2 then application in writing to the BMW CCCT Race Series Chairman (acting on behalf of the Controllers) needs to be made for the use of tyres as per SSR 6.83.1 and will be classed as per SSR 7.7.

6.84 Water / ethanol injection systems allowed.

7. RACE FORMAT

- 7.1 A race day will generally comprise of two (2) eight (8) lap (original race distance) races at Killarney. Should the series host a round at a circuit other than Killarney, the BMW CCCT Race Series Chairman (on behalf of the Controllers) in conjunction with the Clerk of the Course will advise by means of a bulletin how many laps each race will be.
- 7.2 The competitor's top eight (8) events (as per SSR 10.7) will count towards the Regional Championship and class Championships as recognised by the BMW CCCT Club.
- 7.3 There are six (6) classes. Refer SSR 17.
- 7.4 All six (6) classes will form one race and start the race in rolling formation. Should more than thirty (30) entries be received for a race at a track less than 3 km, the Promoters / Organisers in conjunction with the Controllers should run separate races for different classes, split as follows, Classes A, B & C, and Classes D, E & F or at the BMW CCCT Race Series' chairman's discretion on behalf of the Controllers. This may also be dependent on the number of entries received.
- 7.5 Refer to MSA Circuit Racing SSR 39 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 thirty (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. See SSR 17.
- 7.7 Vehicle and competitor combinations will be classed accordingly after the official BMW CCCT practice and qualifying session of the first race weekend. A competitor will be entered into the class equivalent to the lap time set in the first official practice and qualifying session the competitor enters. In the event of split class qualifying, the competitor must nominate his / her class as per practice times, so that the driver is in the correct qualifying session. The vehicle / competitor 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 BMW CCCT Sub Committee, on behalf of the Controllers, will determine classes at their discretion.
 - 7.7.1 Should a competitor be entered into two (2) or more race categories on a race weekend, the official BMW CCCT Race Series practice and qualifying session as per the program will be used as a qualifying and class time for BMW CCCT Race Series races, regardless if a better time was set in a different session.
- 7.8 Should a new competitor enter the series in a vehicle previously entered by a different competitor, the new competitor / vehicle pairing shall be evaluated for classing. The classing system is not exclusive to a competitor or a vehicle, it applies to specific competitor / vehicle pairings.
- 7.9 Vehicles / competitor that enter for the first time in the season after the first official race weekend will be classed after their first official BMW CCCT Race Series practice and qualifying session.

7.10 Should a competitor not have entered an official BMW CCCT Race Series practice, qualifying session or race event but would like to enter a future race event, the competitor will be classed according to the time set for the practice or qualifying session for that event. If no time is set, the competitor will start at the back of the grid and be classed at the end of that race.

7.11 Breakouts:

7.11.1 If a competitor breaks out of his / her class, then he / she 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 event as detailed in SSR 7.12 below. The vehicle / competitor 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 SSR 7.12 will apply again.

7.11.2 Where the competitor breaks out in a split race as per SSR 7.11, 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 BMW CCCT sub section Chairperson, on behalf of the Controllers, and in conjunction with the Clerk of the Course, will determine the starting position of the competitor that has broken out in their new class.

7.12 The following table sets out the percentage of the points that will be carried over to the new class and the overall Championship:

Round 1 - 3	100%
Round 4 - 6	90%
Round 7+	75%

7.13 All class changes shall be notified to the competitor in writing on the event's official electronic Notice Board or the BMW CCCT Race Series' official WhatsApp Group if not on the day of the event. This will be considered as written notification.

7.13.1 If a competitor changes his / her vehicle 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.

7.13.2 If a competitor makes substantial changes to his / her vehicle through the season to be classified in a lower class for that season, his / her points will be reset and will be subject to the BMW CCCT sub-section's technical committee's discretion, on behalf of the Controllers. Substantial changes will include, but not restricted to, removal of ALL aerodynamic aids, and / or smaller tyres, removal of turbochargers (if applicable), or any other change/s requested by the BMW CCCT Sub Committee, on behalf of the Controllers.

7.13.3 Notice in writing of lowering of class and changes to car as per Art 7.13.2, must be received by BMW CCCT Sub Committee, on behalf of the Controllers, at least 7 (seven) days before the next race event.

7.13.4 Points will be carried over to new class as per SSR 7.12.

7.14 If a competitor finishes in the top three (3) of their class in the previous year's Championships and the car has no major modifications, the competitor will subject to SSR 7.7 be classed as minimum in the same class as per the previous year's Championship even if the competitor does not achieve the class time.

7.15 Pit-to-car communication systems are allowed.
Pit boards are allowed.

7.16 Telemetry data and on-board footage from all vehicles, where applicable, must be made available to the officials when requested.

7.17 The organisers / officials reserve the right to amend race formats and will state these changes in the SRs for that particular event or via a bulletin on the race day.

- 7.18 A novice competitor or a competitor who has never raced in any other category or series will be required to start at the back of the grid for his / her first two (2) races and it is recommended that bunting tape be placed on the back of his / her vehicle to identify him / her as a novice. The next two (2) races the novice will have the choice to start in his / her actual grid position as per SSR 9 or to start from the back of the grid. Thereafter the novice will start from his / her grid position as per SSR 9.
- 7.19 A competitor may not swap vehicles or use a spare vehicle if the original vehicle breaks after the start of qualifying of the race event.
- 7.20 Two (2) competitor cannot share an entry to a single round, i.e. sharing race one (1) and race two (2). A vehicle can be shared on an event-to-event basis.

8. MINIMUM NUMBER AND DEFINITION OF STARTERS

To qualify as a round of the BMW CCCT Regional Championship, there must be a minimum of twelve (12) starters across all classes.

To be classified as a starter for the purpose of allocating Championship points, an eligible driver must post a time in qualifying or cross the start / finish line at the start of the first or second race.

9. GRID POSITIONS AND QUALIFYING

- 9.1 Grid positions for race one (1) will be determined by the qualifying session, and allocated by class. Should it occur that at an event a qualifying session cannot be held, competitors 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. The BMW CCCT Chairman and / or his / her appointed Committee member(s) on behalf of the Controllers will record the details of those present at the scheduled qualifying time. Should there be no qualifying session for the 1st race of the championship, grid positions will be determined as above, but based on the final Championship positions of the previous year. All new competitors will be placed at the back of their relevant class.
- 9.2 Qualifying will be a minimum of ten (10) minutes for all classes combined. Classes A, B & C and Classes D, E & F's qualifying session may be split at the discretion of the Organisers / Officials.
- 9.3 Grid positions for Race two (2) will be based on finishing positions and laps completed in Race one (1).
 - 9.3.1 The top five (5) positions from Race one (1) will be inverted.
 - 9.3.2 Competitors who completed the full race distance will be inverted first, followed by drivers one (1) lap down, etc. (If three (3) drivers completed the full race distance they will occupy the first three (3) inverted grid positions, followed by the first two (2) drivers not completing the full race distance but eligible for the inverted grid start).
 - 9.3.3 If a driver received a penalty in Race one (1) and still finished in the top five (5) of his / her class he / she will automatically start in 5th place in his / her class, the remaining competitors will be inverted as normal.
 - 9.3.4 Should more than one (1) competitor be issued with penalties and be eligible for the inverted grid start, they will be inverted based on classified results with penalties applied. (Example: Driver A finished first, and his / her thirty (30)-second penalty sees him / her classified in second place, while Driver B finished second and received a thirty (30)-second penalty, seeing him / her classified third. Driver B will start fourth, and Driver A will start fifth).
- 9.4 If a competitor fails to qualify, the competitor will be placed at the back of his / her class for race one *(1). Similarly, if a competitor does not finish race one (1) then the competitor will start at the back of his / her class for race two (2). Reference should be made to SSR 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 on the circuit when the pitlane is closed, the competitor will be required to start the race from the pitlane (i.e. after the red lights have been extinguished at the start of the race). Other competitors are not permitted to move up a grid spot. The “missing” competitor’s grid spot is to remain open. As soon as one (1) vehicle has come onto the grid, the pit lane exit will be closed for any competitors to enter the circuit and they will start the race from 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 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 CCCT Regional Championship events that will count towards the Championship shall be as set out in the 2026 WPMC Calendar and are subject to changes at the discretion of the WPMC.
- 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 Controllers shall declare the Champion on such a basis as it deems fit.
- 10.3 If a tie occurs within a class at an event (for trophy purposes), 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**
 - 10.4.1 Race Points will be scored in classes on the following basis, where there are four (4) or more starters in the class:

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 race meeting get one (1) point in their respective class.
 - 10.4.2 Where there are three (3) or less starters in a class, they will be scored as follows in the class:

1st - 8 points
2nd - 6 points
3rd - 5 points
 - 10.4.3 One (1) point will be awarded to the driver with the fastest lap per class in each race. The fastest lap points will not be included for prize giving and will only be awarded post the prize giving.

- 10.5 Where a race meeting is held with more than one (1) 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 distance has been completed.

10.7 The following table will apply for number of official race rounds:

Number of events scheduled for the year:	Number of worst events to be dropped:
1 to 8	0
9	1
10 or more	2 + 1 for every round more than 10

10.8 **Qualifying:** One (1) additional point will be added for the fastest overall lap per class in qualifying.

10.9 Killarney time attack: Should this be an MSA sanctioned event with official timing results being published, five (5) additional points will be added for participation; these points will count to a competitors final Championship score and will not be added as a drop round.

10.10 **Post Race Meeting.** One (1) point will be added to the overall attendance points. You will be allowed to miss no more than 3 post-race meetings (a formal apology must be given, and the BMWCCCT Race Series committee will determine if you will get a point for non-attendance) The BMW CCCT Chairman and / or his / her appointed Committee member(s) on behalf of the Controllers will record the details of those present at the Post Race Meeting.

11. YELLOW AND RED CARD SYSTEM

11.1 Any competitor wishing to report an incident to the Clerk of the Course may do so in writing within thirty (30) minutes of the end of the race.

11.2 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 twenty (20) second penalty or any other penalties to one or both drivers at his / her discretion.

11.3 If a competitor is issued with a yellow card, he / she will be under observation for the following three (3) races (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.

11.4 If a competitor is penalised with a red card, he / she will automatically be precluded from participating in the following BMW CCCT Regional Championship race event. A red card in any official session excludes the competitor from that point onwards for that race event and the following event. 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 preclude the competitor from participation in any BMW CCCT Regional Championship or other BMW CCCT Race Series event(s) for the rest of the season.

11.5 If a competitor and / or their crew is found guilty of being verbally and / or physically abusive at a race event, an immediate red card will be issued to the competitor by the Clerk of the Course or Stewards.

12. PROTESTS / PENALTIES

- 12.1 Results become final thirty (30) minutes after any official session if no protests are received in this time. If protests are received in this time, the Stewards / Clerk of the Course may choose to investigate and impose penalties within ten (10) business days of the incident, but they are required to notify the driver(s) in question in writing as to the time, date and place a hearing will be held and thereafter apply any applicable penalties.
- 12.2 Results may be amended after this period if the outcome of any hearings affects the results in any way.
- 12.3 The Clerk of the Course may act within his / her rights to investigate any vehicle or driver for transgression of any rule without requiring an official protest from any other driver. Any driver who wants to protest a transgression must follow the correct process as per the MSA GCRs.
- 12.4 Penalties are not considered confidential. Protests remain confidential until they are decided and are not confidential afterwards. Data concerning penalties may be released by the BMW CCCT Race Series Committee, on behalf of the Controllers, at his / her discretion.

13. SPONSORS / ADVERTISING

- 13.1 It is a mandatory requirement that all competitors affix sponsor and advertising branding in positions on their vehicles as determined by the BMW CCCT Race Committee, on behalf of the Controllers. 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.
- 13.2 No soliciting of sponsors will be allowed on vehicles, for example stickers or branding having the wording such as "Sponsor Me", Put your brand here", etc.

14. DRIVER CONDUCT ON TRACK

- 14.1 "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 one (1) or two (2) car lengths behind the front car and in a position to make an overtaking manoeuvre. Refer to applicable MSA Circuit Racing SSRs.
- 14.2 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 (1) 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.
- 14.3. **Straight Line racing and Sweeps**
 - 14.3.1 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.
 - 14.3.2 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.
 - 14.3.3 Remembering, once the lead car has defended by changing direction, the lead car may not make a 2nd change of direction.
- 14.4. **Entering the Corner (Phase 1):**
 - 14.4.1 Two (2) 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.
 - 14.4.2 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 SSR 14.3).

14.4.3 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).

14.4.4 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.

14.5 Middle of the Corner (Phase 2)

14.5.1 If the challenger is on the inside in the braking area at the turning point and his / her front bumper is behind the centre of the leaders (B pillar) he / she will withdraw and forfeit the corner to the lead driver to take his / her 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 to determine the turn in point if required.

14.5.2 It must be remembered that the lead car has to and will, turn with the aim of apexing unless the inside challenger is alongside and passed the B Pillar at the turn in point.

14.5.3 If at the turn in point, the inside car is past 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.

14.5.4 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).

14.5.5 If the outside car's front bumper is past the B-pillar of the inside car at the turn in point (alongside 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.

14.5.6 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.

14.5.7 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.

14.5.8 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.

14.5.9 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 / she 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.

14.5.10 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.

14.6 Exiting the Corner (Phase 3)

14.6.1 From the “apex” out (mid corner), if the outside car is past the inner car's 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.

14.6.2 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.

14.7 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 Clerk of the Course for their consideration.

14.8 Review of Incidents

14.8.1 To assist the Clerk of the Course 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. This camera must be on and recording for the duration of any official qualifying and races.

14.8.2 In the event of conflicting incident reports from competitors and / or marshals and no suitable video material being available on the day, the Clerk of the Course 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 (1) hour after the publishing of the final race results. If a competitor does not make him/herself available when required by the Clerk of the Course, a decision will be made without consideration of circumstances in incidents relating to that competitor.

15. SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, X (previously known as 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.

16. SPONSOR LOGO PLACEMENT

As per BMW CCCT sub committee's sponsorship agreement

17. CLASS RULES**Breakout Times**

CLASS	KILLARNEY	ALDO SCIRBANTE				
A	NONE	NONE				
B	1:15.5	1:03.5				
C	1:20.0	1:08.0				
D	1:23.0	1:11.0				
E	1:26.0	1:14.0				
F	1:29.0	1:17.0				
	Away Races are suggested breakout times for a particular round and may be incorrect, the BMW CCCT chairman, on behalf of the Controllers, 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 event at a circuit other than those listed above, competitors will be notified in writing fourteen (14) days before the commencement of the first official session, of the applicable race weekend, what the class breakout times will be.