2026
MSA NORTHERN REGIONS REGIONAL STANDING SUPPLEMENTARY REGULATIONS

BMW CCG

VERSION 4

21 OCTOBER 2026

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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

Modified SSR / Art	*Date Applicable*	*Date of Publication*	*Clarifications*
Art 11.7	**21.10.2026**	**21.10.2026**	**Regulation added**
Art 12.1	**21.10.2026**	**21.10.2026**	**Regulation amended**
Art 12.3	**21.10.2026**	**21.10.2026**	**Regulation amended**
Art 14.1	**21.10.2026**	**21.10.2026**	**Regulation amended**
Art 6.89.2	01.06.2026	01.06.2026	Regulation added
Art 7.1 – 7.1.3	01.06.2026	01.06.2026	Regulation amended
Art 7.24	01.06.2026	01.06.2026	Regulation added
Art 18.1	01.06.2026	01.06.2026	Regulation amended
Art 17	13.03.2026	13.03.2026	Sponsor logo update

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. The Series will be known as The BMW Race Series.
   The aim of the Championship will be to declare BMW Race Series Northern Regions Regional Champions for 2026 as follows:
   - Overall BMW Race Series Northern Regions Regional Turbo (T) Champion
   - Overall BMW Race Series Northern Regions Regional Naturally Aspirated (N/A) Champion
   - BMW Race Series Northern Regions Regional Turbo Class A Champion
   - BMW Race Series Northern Regions Regional Turbo Class B Champion
   - BMW Race Series Northern Regions Regional Turbo Class C Champion
   - BMW Race Series Northern Regions Regional Turbo Class D Champion
   - BMW Race Series Northern Regions Regional Naturally Aspirated Class A Champion
   - BMW Race Series Northern Regions Regional Naturally Aspirated Class B Champion
   - BMW Race Series Northern Regions Regional Naturally Aspirated Class C Champion
   - BMW Race Series Northern Regions Regional Naturally Aspirated Class D Champion

2. **CONTROLLERS OF THE CHAMPIONSHIP**
   The Controllers of the Championship will be Motorsport South Africa (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, Vice-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 - Turbo and BMW ///M Performance Parts Race Series - N/A. Both Championships 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 (GCRs) and Standing Supplementary Regulations (SSRs) of 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 GCRs 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 is 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 GCRs.

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 and Frontal Head Restraint (FHR) – an FIA approved FHR such as the Hans Device is compulsory for all classes. A fitted 6-point FIA approved safety harness is required. The use of a "Hans Specific" harness with hybrid 50/75mm shoulder straps is recommended for use with FHRs. Refer to GCR 239.

6.10 Brake lights and rear indicators are mandatory, NO tinted brake lights are permitted, it is highly recommended that cars have windscreen wipers, indicators and head lights.

6.11 Fire extinguishers - A fire extinguisher that meets MSA requirements as per GCR 257 must be fitted in the interior of the vehicle in a place to which the driver has easy access. An integrated fire suppression system is recommended.

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 required per MSA/FIA specification with a minimum of six (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.

6.16 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 or medics from outside the car, and refer to point 6.25.

6.17 Driver dual racing safety nets – it is recommended that T Class A & B and N/A Class A cars have them fitted

6.18 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.

6.19 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.

6.20 Reference to stock or standard means specification of the standard road car as sold by BMW in South Africa as a production model.

6.21 The stock bonnet latching mechanism may be removed when at least two (2) bonnet pins are used to hold the bonnet closed.

6.22 The driver's race number, name and class – Refer GCRs 246, 247(i) and 248; and SSR 4.

6.22.1 All BMW Race Series cars entered for a Regional Championship race meeting must be fitted with a competition number, which will be supplied by the BMW Race Series.

6.22.2 Competition numbers must be displayed on each side of the vehicle.

6.22.3 On the rear side windows, with the driver's name below the number.

6.22.4 The colour of the number must be yellow.

6.22.5 The text height must be 140mm for numbers and a minimum of 80mm for driver's name.

6.22.6 Font must be Arial Black.

6.22.7 Front Windscreen:

6.22.7.1 The competition number must be displayed on the top corner of the passenger side on the front windscreen, under the Title Sponsor's sticker.

6.22.7.2 The driver's class must be displayed below the competition number.

6.22.7.3 The colour of the number must be yellow, and class must be as per 6.21.4.

6.22.7.4 The text height must be 140mm.

6.22.7.5 Font must be Arial Black.

6.22.8 Rear window:

6.22.8.1 The competition number must be displayed on the top corner of the driver's side on the rear windscreen, under the Title Sponsor's sticker.

6.22.8.2 The colour of the number must be yellow.

6.22.8.3 The driver's name must be displayed at the bottom of the rear window, the top is reserved for sponsors .

6.22.8.4 The text height must be a minimum of 80mm.

6.22.8.5 Font must be Arial Black.

6.22.9 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.

6.22.10 Class windscreen decal colours:

6.22.10.1 Class A: Bright Orange

6.22.10.2 Class B: Bright Blue

6.22.10.3 Class C: Bright Green

6.22.10.4 Class D: Bright Pink

6.23 Wheel arches-Tyres may not protrude from the vehicle.

6.24 Window tinting is strictly prohibited, i.e. no tinting film is allowed and no more than 50% smoked Polycarbonate or similar material type windows

6.25 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 6.24. Only the driver's window may be completely open and then must be accompanied with a secured safety net.

6.26 Ducting- Free of restriction.

6.27 Fender well liners may be removed.

6.28 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.

6.29 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. Space frame vehicles will be allowed on an invitational basis at Chairman's discretion in T or N/A Class A only.

6.30 The car must be easily recognisable as a specific model produced by BMW.

6.31 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.

6.32 Body kits- Free of restriction.

6.33 Original basic silhouette of the vehicle as manufactured by the factory must remain intact.

6.34 Mounting materials may be replaced with other materials. The same number of mountings as the original standard factory spec must be used.

6.35 Bodywork materials- Free of restriction.

6.36 Vehicle interior- The vehicle must be free of any free-moving object at all times.

6.37 Stripping- Free of restriction.

6.38 Wiring loom- May be completely removed and replaced with basic wiring required by applicable management systems.
6.39 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.
6.40 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.
6.41 Exterior side view mirrors are mandatory, interior rear view mirrors are optional.
6.42 Driver's seat- One piece FIA approved seat for driver
6.43 Steering wheel- Free of restriction. Airbag units must be removed.
6.44 Gear lever- Free of restriction.
6.45 All steering locks must be disabled or removed.
6.46 Spare wheel and tools- Must be removed.
6.47 Rear bulkhead must be sealed in metal. No fiber glass or carbon fiber 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.
6.48 Springs- Free of restriction.
6.49 Front camber plates/slotting- Free of restriction.
6.50 Rear camber- Free of restriction.
6.51 Coil overs- Free of restriction.
6.52 Sway bars- Free of restriction.
6.53 Front brace- Free of restriction.
6.54 Rear brace- Free of restriction.
6.55 Control arms- Free of restriction.
6.56 Spacers- Free of restriction.
6.57 Suspension bush material- Free of restriction.
6.58 Brakes- Free of restriction.
6.59 Brake friction material- Free of restriction.
6.60 Brake fluid- Free of restriction.
6.61 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
6.62 Surge tanks- Free of restriction. Must conform to the rear bulkhead rule.
6.63 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.
6.64 Octane boosters- Free of restriction; refer to 6.61.
6.65 Intake manifold- Free of restriction.
6.66 Engine management chips/software- Free of restriction.
6.67 Engine management/ECU systems- Free of restriction.
6.68 Pistons- Free of restriction.
6.69 Crankshaft- Free of restriction.
6.70 Cam timing- Free of restriction.
6.71 Compression ratio- Free of restriction.
6.72 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.
6.73 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.

6.74 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.

6.75 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.

6.76 Spark plugs- Free of restriction.

6.77 Ignition coils- Free of restriction.

6.78 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.

6.79 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.

6.80 Catchment tank– 1 litre catch tanks must be fitted in the engine compartment to all cars. The tank must be empty before the start of each track session. Alternatively, the standard closed circuit breather system must be in operation.

6.81 Antifreeze or any similar substance must not be in the coolant system.

6.82 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.

6.83 Catalytic converters- May be entirely removed.

6.84 Engine Oil sump- Free of restriction.

6.85 Coolant expansion tanks- Free of restriction (minimum 1 litre).

6.86 Bolts/Wheel nuts- Free of restriction.

6.87 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.

6.88 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.

6.89 Race Tyre Restrictions –

- 6.89.1 Turbo Cup Class A –Restricted to Dunlop / Falken Full Slick Tyres of any size or Dunlop Direzza DZ03G (H1 Compound) semi slick if not using Full Slicks. Dunlop / Falken Full Wet tyres is permitted if a wet race is declared. All cars other than T Class A cars can only use Full Slick Tyres as outlined in 6.89.5.
- 6.89.2 Turbo Cup Class B – Restricted to Dunlop / Falken Full Slick Tyres of any size limited up to 280/680 R18 in size, or Dunlop Direzza DZ03G (H1 Compound) semi slick if not using Full Slicks. Dunlop / Falken Full Wet tyres is permitted if a wet race is declared. All cars other Turbo Cup Class B cars can only use Full Slick Tyres as outlined in 6.89.5.
- 6.89.3 All other classes – Restricted to Dunlop Direzza DZ03G semi slick (H1 Compound)
- 6.89.4 Dunlop Direzza DZ03G (H1 Compound) semi slick tyres to no wider than 295/30/18 tyres,
- 6.89.5 Historical Vehicles (like the BatMobile), where a historic vehicle cannot fit tyres as per rule 6.88.2 then application in writing to the CRS Chairman needs to be made for the use of tyres as per rule 6.89.1 and will be classed as per rule 7.7.

6.90 Additional Cooling is allowed in the form of intake injection systems,

- 6.90.1 Water only or Water/Ethanol Mixture or Water/Methanol Mixture Injection systems are allowed.
- 6.90.2 Injection system tanks maximum capacity no greater than 10.5 Litres.
- 6.90.3 All mixture types of Injection system tanks must be mounted behind a firewall or must have their own firewall cover and must be clearly marked with mixture type.
- 6.90.4 The vehicle must have an automatic or manual built-in in-car fire extinguisher system with a nozzle pointing towards the tank and the foam content must be able to extinguish the type of mixture being used.

6.90.5 Mixtures must be mixed before arriving at the track and must be stored in specifically marked containers.

6.91 Vehicles fitted with a DCT or Automatic Gearbox, are required to have a manual release cable or override to put the car into neutral for recovery purposes.

7. RACE FORMAT

7.1 The series will comprise of a race with a minimum of:

7.1.1 10 laps in Race 1 and 12 laps in Race 2 at Zwartkops, Killarney, Aldo Scribante.

7.1.2 8 laps in Race 1 and 9 laps in Race 2 at Kyalami, Red Star Raceway and East London Grand Prix Circuit.

7.1.3 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 at least eight (8) rounds in the season as laid out in the MSA calendar. All rounds as per Rule 10.7 count towards the overall and class Championships. Rounds may be added or removed during the year.

7.3 The two (2) Championships and races will be split by T and N/A Cars with four (4) classes in each

7.3.1 T Classes A, B, C & D

7.3.2 N/A Classes A, B, C & D

7.4 Should we ever need to combine the T and N/A Classes into ONE (1) Race, the order of the Classes for the starting grid will be determined by the Clerk of the Course / CRS Chairman / CRS Vice-chairman

7.5 Refer to MSA SSRs 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.

7.7 New Vehicles/Driver combinations will be classed accordingly after the official BMW CCG CRS practice and qualifying session of the first race weekend that they attend. 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. In the event of split class qualifying, the driver must nominate his class as per practice times, so that driver is in the correct qualifying session. 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 Series Chairman will determine classes at his discretion.

7.7.1 Should a driver be entered into two (2) or more race categories in a race weekend, 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.

7.7.2 Should a driver wish to compete in T Class A on Full Slick Tyres, the driver should be within two (2) seconds of the Class B Breakout time for the specific track on the day, or if the driver competed in Class A in the previous year and is still racing the same car, he/she will be allowed to nominate to compete in Class A.

7.7.3 If a competitor competed in the previous year's Championship, with the same car his / her best summer lap time or best winter lap time at Zwartkops, Kyalami, Red Star Raceway (Both Directions) in the same car will be used for the current season's class allocation as per point 18 summer and winter breakout times. Official times from Track Days and other categories can be used to determine the class at the discretion of the CRS Chairman / CRS Vice-chairman.

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 Breakouts:

7.12.1 If a driver 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 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.

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 4-6	90%
Round 7+	75%

7.14 All class changes shall be notified to the competitor in writing on the WhatsApp Notice Board or WhatsApp Official Group if not on the day of the round. This will be considered as written notification.

7.14.1 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

7.14.2 If a competitor makes substantial changes to his/her car 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 technical committee's discretion. Substantial Changes will include, Removal of ALL Aerodynamic aids, and/or smaller tyres, removal of Turbochargers (if applicable), or any other change/s requested by the BMW Race Series Committee.

7.14.3 Notice in writing of lowering of class and changes to car as per rule 7.14.2, must be received by BMW Race Series Committee at least seven (7) days before the next race event.

7.14.4 Points will be carried over to new class as per rule 7.13

7.15 Should the Chairman, Club Committee, MSA Northern Regions Committee, event CoC 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 approved or overturned by the Club Committee or the MSA Northern Regions Committee.

7.16 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.

7.17 Pit-to-car communication systems are also prohibited during all official sessions for T and N/A Class B, C, D, pit boards are also prohibited.

7.18 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.

7.19 The Organisers/Stewards reserve the right to amend race formats and will state these changes in the SRs for that particular round.

7.20 A competitor must compete in at least three (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.

7.21 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 two (2) races and it is recommended that bunting tape be place on the back of his/her vehicle to identify them as a novice. The next two (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.

7.22 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 (to be read in conjunction with 7.16).

7.23 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.

7.24 Transponders must be fitted for all official sessions (Practices, Qualifying and Races), however if transponders are not fitted by practice 2 and the driver is seen to have gone out on circuit the driver will start at the back of his/her class in race 1.

8 MINIMUM NUMBER OF STARTERS

8.1 To qualify as a regional round of the BMW CCG Club Racing Series, there must be twelve (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.

8.2 An average of six (6) starters will be required for each round of the Championship for a class to be declared a Regional Championship.

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 fifteen (15) minutes or unless otherwise notified by the CoC/CRS Chairman/CRS Vice-chairman.

9.3 Grid positions for Race 2 will be based on finishing positions and laps completed in Race 1

- 9.3.1 The top five (5) positions from Race 1 will be inverted
- 9.3.2 Drivers 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 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 drivers will be inverted as normal.
- 9.3.4 Should more than one driver issued with penalties 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).

9.3.5 The starting grid for each T and N/A Classes will be made up in the following order: A, B, C & D

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. If a competitor does not post a qualifying time but is able to compete in Race 1 and has not notified the CoC that he is able to race before the grid is set, the competitor will have to start at the back of the grid

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 Rolling starts must be limited to 80-100km/h but the pole sitter to bunch up the grid behind him/her

9.7 If a competitor leaves a space bigger than three (3) car lengths from the car ahead of him/her during the rolling start, the CoC at his/her discretion may impose a thirty (30) second penalty.

9.8 If a competitor fails to be in the nominated pre-race paddock fifteen (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 (2)-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.

9.9 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 2026 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 second and then third 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 (2) 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:

No. of Cars	5+	4	3	2	1
Position					
1	10	8	7	6	4
2	8	6	5	5	
3	6	5	3		
4	5	4			
5	4				
6	3				
7	2				
8	1				

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

10.4.2 One (1) point will be awarded to the driver with the fastest lap per class in each race and qualifying. The fastest lap points will not be included for prize giving and will only be awarded post the prize giving. If there are two (2) or less cars entered into a class no fastest lap points will be awarded.

10.4.3 "Entered" means that a driver has at least been on track in any official session during the race weekend, even if a lap time was not set.

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 (1) 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 The following table will apply for number of official race rounds:

Number of Rounds scheduled for the year:	**Number of worst rounds to be dropped:**
1 to 7	0
8 or 9	1
10 or more	2

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.

11.7 Notwithstanding the provisions of GCR 144, the BMW CCG Club Racing Series is permitted to allow the Scrutineers, Technical Consultants (TCs) where permitted to compete in the same event, subject to the following conditions:

11.7.1 A Scrutineer or Technical Consultant who is competing in the event shall not perform any scrutineering, technical inspection, impound, or technical strip duties in respect of their own vehicle.

11.7.2 Where a competing Scrutineer or Technical Consultant would ordinarily be required to perform such duties, an alternative appointed Scrutineer or Technical Consultant shall be designated to perform those duties.

11.7.3 Where a technical impound or technical strip is required following an event, and the appointed TC is a competitor in that event, an alternative TC shall be appointed to conduct the impound and/or technical strip.

11.7.4 A competing official shall not participate in any decision, determination or official action where their participation could reasonably give rise to a conflict of interest. The Clerk of the Course and/or Stewards shall have the authority to appoint an alternative official where necessary to ensure the integrity and impartiality of the event.

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 thirty (30) minutes of the end of the race~~.

Each round will have an appointed Incident Reporting Officer (IRO). Any contact between vehicles during any official Practice, Qualifying or Race Session must be reported to the IRO immediately after the end of that session. The IRO shall maintain a record of all such incidents. Competitors may jointly advise the IRO that they regard an incident as a racing incident; however, such agreement shall not prevent the CoC or Stewards from reviewing or classifying the incident in terms of these Regulations. Any competitor wishing to an incident report to the CoC must do so within thirty (30) minutes of the end of the relevant session.

12.2 Yellow and Red cards may be awarded by the CoC 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 CoC reserves the right to investigate the incident and issue a Yellow card and/or a thirty (30) 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 (3) 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.

12.3.1 **The following penalties will also be imposed to the competitor who is issued with a Yellow card:**

12.3.1.1 **If a Yellow Card is issued during any official Practice or Qualifying Session, the competitor will automatically start the next race at the back of the entire grid.**

12.3.1.2 **If a Yellow Card is issued during any race, the penalised competitor will lose their finishing position and will be placed immediately behind the competitor who was negatively affected by the incident.**

12.3.1.3 **If the affected competitor is from another class, the competitor issued with the Yellow Card will automatically be classified last in their own class.**

12.3.1.4 **If the affected competitor is unable to finish the race as a result of the incident, the competitor issued with the Yellow Card will receive no championship points for that race.**

12.3.2 **Cumulative Driving Incidents**

12.3.2.1 **For purposes of this Regulation, a *Recordable Driving Incident* means an incident during any official Practice, Qualifying or Race Session in which a competitor, through driver error, lack of control or failure to exercise reasonable care, caused or materially contributed to:**

12.3.2.1.1 **contact with another vehicle;**

12.3.2.1.2 **a spin or significant loss of control;**

12.3.2.1.3 **leaving the Racetrack as defined in Regulation 15.8.1; or**

12.3.2.1.4 **an incident which causes or materially contributes to the interruption of a session or requires intervention or recovery by circuit officials.**

12.3.2.2 **An incident shall not be recorded against a competitor where the CoC is satisfied that the competitor did not materially contribute to the incident, including where it resulted primarily from mechanical failure, oil or other fluid or debris on the circuit, evasive action reasonably taken to avoid another incident, the actions of another competitor, or another circumstance reasonably beyond the competitor's control.**

12.3.2.3 **An incident need not warrant an individual sporting penalty in order to constitute a Recordable Driving Incident. An incident otherwise described as a "racing incident" may therefore be recorded against one or more competitors where their respective driving materially contributed to it.**

12.3.2.4 **A competitor who accumulates two (2) Recordable Driving Incidents WITH contact or four (4) Recordable Driving Incidents WITHOUT contact or a combination thereof (e.g. 1 with contact and 2 without contact) during the same race meeting shall automatically be issued with one (1) Yellow Card.**

12.3.2.5 **All Recordable Driving Incidents shall be determined by the Clerk of the Course. The IRO, circuit officials, marshals, Race Series Committee members and competitors may submit reports, video, telemetry or other relevant evidence for consideration, but shall not determine whether an incident constitutes a Recordable Driving Incident for purposes of this Regulation.**

12.3.2.6 **The IRO and/or Race Series Committee may maintain the administrative record of Recordable Driving Incidents and active Yellow Cards. Where that record indicates that the threshold prescribed by Regulation 12.3.2.4 has been reached, the matter shall be referred to the Clerk of the Course for confirmation and application of the resulting Yellow Card.**

12.3.2.7 **Where the competitor already holds an active Yellow Card, a Yellow Card issued in terms of this Regulation shall constitute a further Yellow Card for purposes of Regulation 12.3 and shall accordingly result in a Red Card, effective from the following race round.**

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 two (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 thirty (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 ten (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 GCRs.

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.

13.5 A thirty (30) second penalty may be imposed by the CoC if the driver has been found overtaking under Yellow Flags / Safety Car Yellow Flags / Red Flags during official races.

- 13.5.1 If a race is red flagged before two (2) completed laps as per Circuit Racing SSR 43.i. it is considered Null and Void, therefore any possible penalties will be discarded.
- 13.5.2 If any of the above infringements occurs during official practice or qualifying sessions then the driver's fastest qualifying lap time will be discarded
- 13.5.3 If a driver intentionally overtakes numerous cars and misses numerous marshal points with Yellow / Safety Car / Red Flags, then the CoC may disqualify the driver or impose a heftier penalty at his / her 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.

- 14.1.1 **If a Driver/Vehicle is found not have all the required sponsor stickers on their vehicle by Qualifying, then the driver will receive a 30 second penalty, which will be added to either their fastest qualifying time if in Qualifying or total race time if during a race.**
- 14.1.2 **Rule 14.1.1 will not apply if the required stickers are not available or cannot be supplied to the driver, furthermore if the driver sustains damage to their vehicle during the event and cannot physically apply the stickers to their vehicle, the driver/vehicle will be exempt upon approval of the Scrutineer or Race Series Chairman.**

14.2 No soliciting of sponsors will be allowed on cars, for example stickers or branding having the 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.

15.8 **During Competition**

Drivers must always use the Racetrack and may not leave the Racetrack without a justifiable reason.

15.8.1. A Driver will be judged to have left the Racetrack if no part of the Car remains in contact with it. To avoid doubt, any white lines defining the Racetrack edges are considered part of the Racetrack, but the kerbs are not.

15.8.2. Should a Car leave the Racetrack for any reason, the Driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the discretion of the clerk of Course, a Driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

15.8.3. Repetition of serious mistakes or the appearance of a lack of control over the Car (such as leaving the Racetrack) will be considered to be a breach of the Rules. During qualifying the fastest lap time will be deleted. If the offence is during a race after the display of a black and white flag twice a 5-second penalty will be added to the race time.

A race car alone on the Racetrack may use the full width of the Race Track.

15.9 **Review of Incidents**

15.9.1 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.

15.9.2 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.

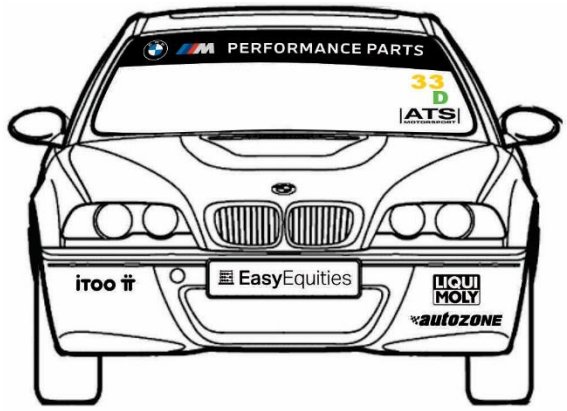
16 SOCIAL MEDIA

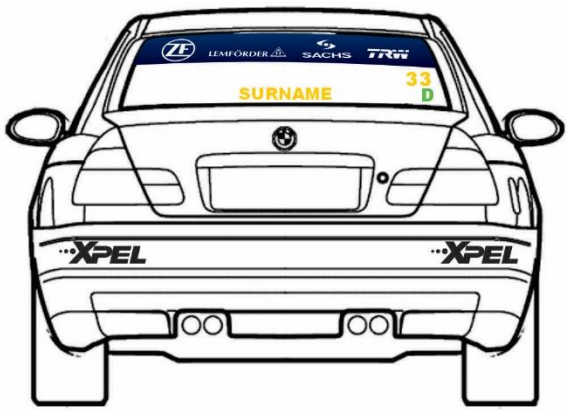
Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding MSA, the Championship, the Club, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have

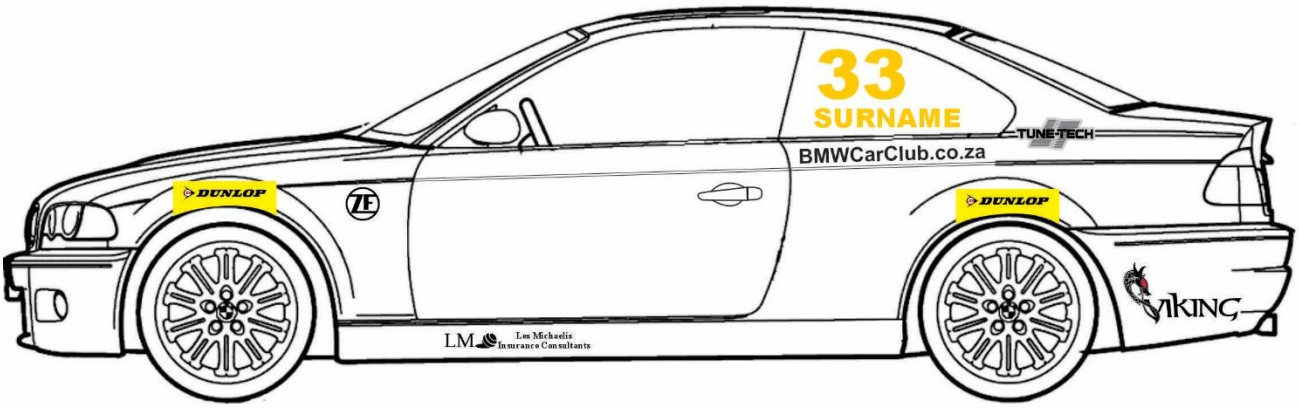
brought the Championship and/or MSA into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the Championship. Additionally, competitors are reminded that MSA monitor social media and any remarks that are deemed to bring the sport into disrepute 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.

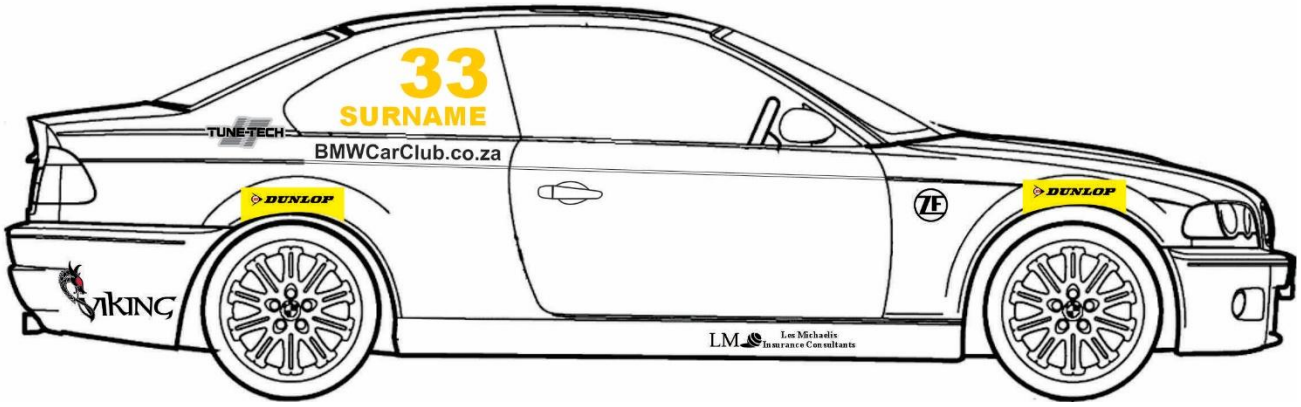
17 SPONSOR LOGO PLACEMENT

All NGK stickers must be removed.









18 CLASS RULES

18.1 - TURBO (T) Breakout Times

CLASS	ZWARTKOPS	KYALAMI	REDSTAR Clockwise	REDSTAR Anti-Clockwise	ALDO SCRIBANTE	EAST LONDON	KILLARNEY
A	NONE	NONE	NONE	NONE	NONE	NONE	NONE
B	1:04.5	1:53.5	2:00.0	2:00.5	1:04.0	1.24.5	1:15.0
C	1:07.0	1:58.0	2:04.5	2:05.0	1:06.5	1.27.5	1:17.5
D	1:09.5	2:02.5	2:09.0	2:09.5	1:09.0	1:30.5	1:20.0
		Races held in May, 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.					

18.2 - NATURALLY ASPIRATED (N/A) Breakout Times

CLASS	ZWARTKOPS	KYALAMI	REDSTAR Clockwise	REDSTAR Anti-Clockwise	ALDO SCRIBANTE	EAST LONDON	KILLARNEY
A	NONE	NONE	NONE	NONE	NONE	NONE	NONE
B	1:08.0	2:00.5	2:06.5	2:07.0	1:07.5	1:29.5	1:18.0
C	1:11.0	2:05.5	2:11.5	2:12.0	1:10.5	1:33.5	1:21.5
D	1:14.0	2:10.5	2:16.5	2:17.0	1:13.5	1:37.5	1:25.0
		Races held in May, 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.					

0.5 Second Joker

For all coastal rounds each competitor will be allowed to breakout ONCE within 0.5sec of the breakout time with the option of not going to the higher class, unless he / she so wishes to up to the higher class.

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 fourteen (14) days before the commencement of the first official session of the applicable race weekend.