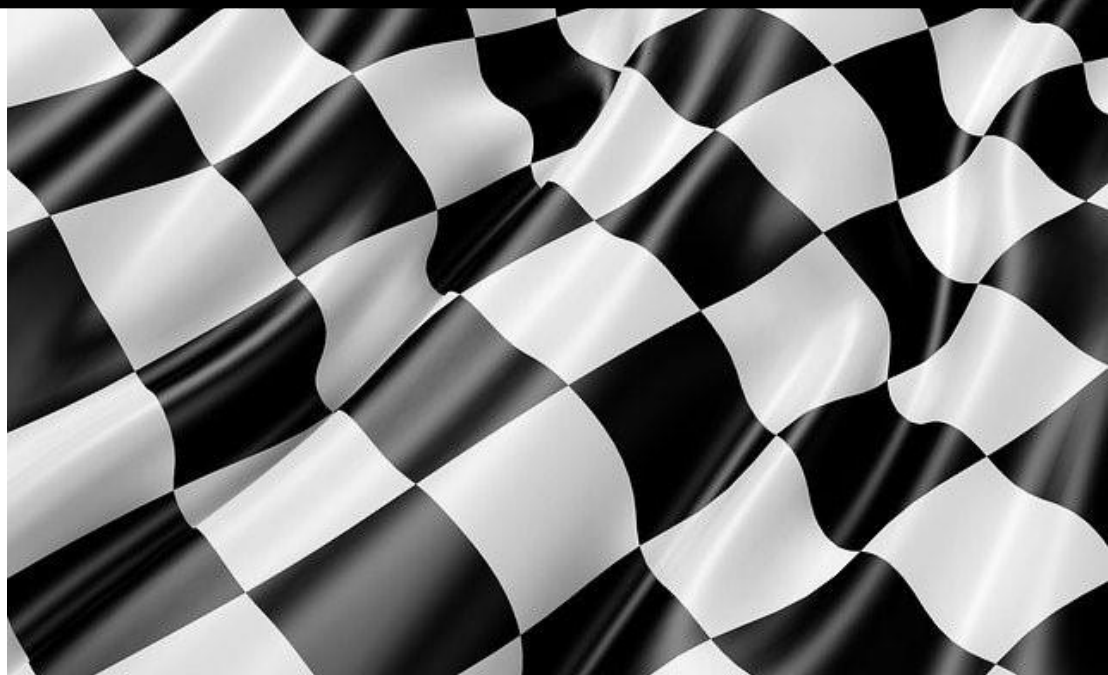




2022

Regional Standing Supplementary Regulations

Northern Regions BMW CCG Regional Championship



Version 1

1 January 2022

Ref: 162609

REVIEW AND AMENDMENTS

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

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

AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

1. **AIM OF THE CHAMPIONSHIP**

The aim of the series is to provide all BMW Car Club Members with a safe and cost-effective BMW racing series. It is the intention that serious competitors with purpose built track cars who have reached the ceiling in the existing BMW Club time trial series migrate into the BMW CCG Club and Regional Racing Series (also referred to as BMW CCG CRS). The aim of the championship will be to declare an overall BMW Regional Champion for 2022 and club class champions for 2022. The Series will be known as The BMW Race Series

2. **CONTROLLERS OF THE CHAMPIONSHIP**

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

3. **DEFINITION**

The series will be limited to BMW vehicles that are powered by BMW engines only, and will be called the BMW ///M Performance Parts Race Series. The Championship will run on regional status as part of the BMW Car Club Gauteng Track Days 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 events without having to give reasons.

4. **REGULATIONS**

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

5. **ELIGIBILITY**

Cars must have the engine and chassis of the same manufacturer (I.E BMW). The Championship is open to all holders of valid MSA Regional Circuit licences issued by MSA. All drivers must be current and paid up members of BMW Car Club

Gauteng, as well as having paid the BMW CCG Club Racing Series annual entry fee. BMW Car Club Gauteng reserves the right to accept or decline a membership application or renewal.

6. LATITUDES

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

- 6.1. Drivers are reminded that they assume ultimate responsibility for their race car's conformance to all rules, regulations, and specifications even if they did not perform the work themselves. Every driver is responsible to ensure that all work done and all parts installed on his race car are accomplished in a manner that ensures conformance with all applicable rules.
- 6.2. No driver under the influence of alcohol or drugs may partake in any official BMW CCG CRS session. A driver found guilty of this transgression shall face penalties as decided by MSA within their rights to do so according to the MSA GCR's.
- 6.3. Passengers are not permitted during any official BMW CCG CRS session.
- 6.4. No person who has passed the first trimester of pregnancy may partake in any official BMW CCG CRS session.
- 6.5. No other person other than the registered driver on the entry form may drive their vehicle during any official BMW CCG CRS session. Should a driver on the entry list wish to drive another vehicle other than that with which he has entered, he must complete the relevant document and apply to the Clerk of the Course to do so.
- 6.6. All vehicles must be scrutineered by the scrutineer the technical committee appoints, and will be required to display the applicable scrutineering sticker in the top left corner of the windscreen.
- 6.7. Before any official BMW CCG CRS session commences on a race weekend, a drivers briefing will be held for all drivers. This is mandatory for all drivers to attend. Should you not attend a drivers briefing you will be given an official warning. Should you miss another drivers briefing, you will automatically be excluded from the race meeting. The organisers/stewards reserve the right to call any additional drivers briefing where required, and will make drivers aware of this in writing by posting a notice on the official notice board.
- 6.8. Log books are used for the duration of the season. A log book will be issued for a vehicle at the first event it has entered in the BMW CCG Club Racing Series. Replacement log books can be ordered from MSA directly and are for the driver's account.
- 6.9. Safety harness— Each vehicle must have a properly fitted 6 point safety harness with a minimum 75mm /3 inch width and must be SABS and FIA approved. The expiry date printed on the harness will be checked during scrutineering and will be obligatory as per MSA specification.
- 6.10. Brake lights are mandatory and it is highly recommended that cars have windscreen wipers, indicators and head lights.
- 6.11. Fire extinguishers - A fire extinguisher that meets MSA requirements must be fitted in the interior of the vehicle in a place to which the driver has easy access.
- 6.12. Roll Cage- Each car will be required to be fitted with a roll cage welded into the vehicle, together with a "sissy bar" over the driver's door capable of preventing serious deformation of the body work in the event of a collision or roll over. Aluminium roll cages are not permitted. A full roll cage is recommended per MSA/FIA specification with a minimum of 6 mounting points. There must be a diagonal cross bar in the rear hoop. Any part of the roll cage that can come into contact with the body of the driver or passenger must be padded. Bolt in roll cages are not allowed.
- 6.13. Battery- Battery position is free, but it must be securely mounted and sealed to the satisfaction of the scrutineers.
- 6.14. Circuit breaker- A circuit breaker capable of being operated from both inside and outside the car must be fitted into one of the main battery cables and clearly marked.
- 6.15. Race suit, helmet and gloves- Drivers shall be required to wear a fire retardant race suit, as well as a crash helmet (open or closed face), balaclava and gloves. Persons wearing NON FIA race suits are required to wear fire retardant underwear. A neck restraint system is not mandatory but is highly recommended.
- 6.16. Safety net - It is mandatory that a net is fitted to the driver's side roll cage to prevent any portion of the driver's body protruding in the event of a collision or roll over and must have a quick release that is accessible to marshals or medics from outside the car, and refer to point 6.24.
- 6.17. Any door adjacent to a seat equipped with seat belts or harness must be capable of being opened from both inside and outside the car.
- 6.18. Towing straps- Shall be fitted to the front and rear of the vehicle should there be a need for it to be towed out of a sand trap or removed from the track. This should be clearly marked, it is recommended that tow straps be used, however tow hooks are allowed.
- 6.19. Reference to stock or standard means specification of the standard road car as sold by BMW in South Africa as a production model.
- 6.20. The stock bonnet latching mechanism may be removed when at least two bonnet pins are used to hold the bonnet closed.

- 6.21. The driver's name and number –
- 1) The driver's name is required to appear on both the rear side windows and the rear window in lettering that complies with MSA GCR's, along with the driver's blood group on the side windows. Any driver that has any medical conditions that are of vital information to medical personnel must wear the applicable bracelet while driving and ensure that this information forms part of their Medical Declaration of Fitness when applying for their annual MSA licence. The organisers/stewards/suppliers take no responsibility should this information not be made available.
 - 2) The car number and class letter should be clearly visible on either:
 - a) Both front doors of the vehicle on either the race number boards supplied by the organisers, and in the format as specified by the organisers, or,
 - b) Customised numbers on both doors as long as they comply to MSA GCR 249 & SSR 4, or
 - c) Both rear windows as long as they comply to MSA GCR 249 & SSR 4 sizing, and must be either white or bright yellow in colour, (the driver's name and blood group still needs to appear on the windows as well)
 - d) The Driver's Race Number in White is also required on the front windscreen on the opposite side to the driver's seat.
 - e) Any custom number fonts, decals or graphics shall not form part of the official number boards, but may be placed elsewhere on the vehicle where it is not an infringement of series sponsor logos. See Section 14 'SPONSORS/ADVERTISING' for explanation of positions.
- 6.22. Wheel arches-Tyres may not protrude from the vehicle.
- 6.23. Window tinting is strictly prohibited.
- 6.24. Windows- Side and rear glass may be replaced with a lightened material. Windscreens must be shatterproof glass or Poly Carbonite. Only the driver's window may be completely open and then must be accompanied with a secured safety net.
- 6.25. Ducting- Free of restriction.
- 6.27. 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 model past or present. No space frame vehicles will be allowed.
- 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.
- 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 amount 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. Door panels- Must be covered with a singular blanking plate of any material and be securely fastened to the 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. Rear view mirrors-Exterior side view mirrors are mandatory, interior rear view mirrors are optional.
- 6.42. Driver's seat-One piece FIA approved seat for driver and passenger seat.
- 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 steel. No fibre glass or carbon fibre panels may be used for the rear bulkhead. These are required if there is any fueling system present in the boot of the car that is exposed in any way. If the standard fueling system is retained under the rear seats, the rear bulkhead is not required.

- 6.48. 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 materials- 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 6.63.
- 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 that make use of forced induction. The tank must be empty before the start of each track session. Alternatively, the standard closed circuit breather system must be in operation.
- 6.81. 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. Oil sump- Free of restriction.
- 6.85. Coolant expansion tanks- Free of restriction.
- 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 event.
- 6.88. Hoses – Any hose or line passing through any part of a bulkhead or panel must be grommets to prevent abrasion or use an appropriate metal bulkhead fitting.
- 6.89. Race Tyre Restrictions –
- A) Class A – No restrictions on brand if Full Slick or Full Wet tyres or Bridgestone Potenza RE-11s semi slick tyres if not using Full Slicks or Full Wet tyres.
 - B) Class B, C, D & E – Restricted to Bridgestone Potenza RE-11s Semi Slick tyres only.
 - C) Bridgestone Potenza RE-11s Semi Slick tyres will be limited to no wider than 265/35/18 tyres
 - D) Historical Vehicles (like the BatMobile), where a historic vehicle cannot fit Bridgestone Potenza RE-11s as per rule 6.89(b) then application in writing to the CRS Chairman needs to be made for the use of tyres as per rule 6.89(a) and will be classed as per rule 7.6.

7. RACE FORMAT

- 7.1. The series will comprise of a race with a minimum of 10 laps at Zwartkops and 8 laps at Phakisa, Red Star Raceway and Kyalami. Should the series host a round at a circuit not mentioned above, the CRS Chairman will advise by means of a bulletin how many laps each race will be.
- 7.2. There will be 9 rounds in the season as laid out in the MSA calendar. All 9 rounds count towards the overall and class championships. Rounds may be added or removed during the year.
- 7.3. There will for the present be 5 classes, but these may be modified depending on entrants. Please refer to the class rule appendix for full explanation of the classes.
- 7.4. All 5 classes for the moment will form one race and start the race in rolling formation. Should more than 40 entries be received for a race, the controllers reserve the right to run separate races for different classes at their discretion. Refer to MSA SSR's for full rolling start procedure. No vehicle may pass the rearmost part of the vehicle in front of his/her grid position before the last solid white line. Transgression of this rule will result in a 30 second penalty being imposed onto the transgressor's total race time for the race in question.
- 7.5. Classes are determined by breakout times.
- 7.6. Vehicles/Drivers will be classed accordingly after the official BMW CCG CRS qualifying session of the first race weekend. A driver will be entered into the class equivalent to the lap time set in the first official qualifying session the driver enters. A vehicle/driver may apply in writing to be classed in a class higher than his/her qualifying lap time would dictate the vehicle/driver should be entered into. The applicable points percentage carried will apply. The controllers may accept or deny this request without reason. Should a driver be entered into two or more championships in a race weekend and choose to only use one qualifying session for all championships, that qualifying session will be deemed as an official BMW CCG CRS session and will be subject to the normal classing and breakout rules. Should the driver use two or more qualifying sessions for the various championships, the official BMW CCG CRS qualifying session as per the program will be used as a qualifying time for BMW CCG CRS races, regardless if a better time was set in a different session.
- 7.7. 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.
- 7.8. Vehicles/Drivers will be continually evaluated throughout the season.
- 7.9. 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 qualifying session.
- 7.10. Should a driver not be able to enter a qualifying session in their first race meeting, the driver will be classed according to times set in the official BMW CCG CRS practice sessions. The driver will still start from the back of the grid for the first race.
- 7.11. Should a driver not have entered an official BMW CCG CRS practice or qualifying session but would like to enter a race, the driver will consult with the technical committee as to the appropriate class to enter. Should the driver break out of his time class bracket, the normal breakout penalty will be applied. The driver will start the first race at the back of the grid.
- 7.12. A) If a driver breaks out of his class by less than 0.5 of a second in a BMW CRS practice or, qualifying, and elects to stay in their current class, he will start the first race at the back of the grid or, if in Race 1, 15 seconds will be added to the total time of Race 1 and he will start at the back of their class in Race 2 or if in Race 2, 30 seconds will be added to the total time of Race 2. Alternatively, should the driver wish to compete in the higher class, the driver will be scored in

the new class for the day and will carry over a percentage of points earned in the championship prior to the event as detailed below. The vehicle/driver will then remain in that class for the rest of the season unless he/she breaks out of the new class again at which time rule 7.12 will apply again.

- B) If the driver breaks-out by more than 0.5 seconds of the break-out time in the BMW CRS practice or, qualifying session or any of the races, then he will automatically compete in the higher class for the day, and will carry over a percentage of points earned in the championship prior to the event as detailed below. The vehicle/driver will then remain in that class for the rest of the season unless he/she breaks out of the new class again at which time rule 7.12 will apply again.
- C) A driver will be allowed 1 break-out in a season, on the 2nd Break-out the driver will move up to the class above.

7.13. All points will be carried over to the new class and the overall championship according to the following schedule:

Round 1-3	100%
Round 4-9	90%

- 7.14. A competitor may at any time apply to the technical committee in writing, supported by good reason, to change a vehicle from one class to a lower class. The technical committee will ultimately decide on whether or not to move the competitor to the lower class and if points earned will be carried over and in what ratio.
- 7.15. Any competitor who has had his/her vehicle re-classified by the technical committee shall have the right, within 14 days of being notified, to address the technical committee in writing, objecting to the reclassification. After considering the views of the competitor, the technical committee shall have the right to change or abide by their decision.
- 7.16. All class changes shall be notified to the competitor in writing if not on the day of the event. Email will be considered as written notification.
- 7.17. If a competitor changes his/her car 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.
- 7.18. If a competitor finishes in the top 3 of their class in the previous year's championships and the car has no major modifications, the competitor must enter the new year in the same class.
- 7.19. Should the chairman, club committee, MSA Northern Regions Committee, event stewards or any appointed judge of fact suspect that a driver is not driving to their full potential or sandbagging, a special meeting of the drivers may be called to collectively agree on a remedy. Such a meeting will be chaired by the series chairman. Such remedy can be but is not limited to a class change, exclusion from results, exclusion from the club or exclusion from the series. Any decisions or results taken will need to be approved or overturned by the club committee or the MSA Northern Regions Committee.
- 7.20. Sandbagging describes someone who underperforms (usually deliberately) in an event. The term has multiple uses, such as a driver who competes in an event in a series below their level of expertise to finish high and score maximum points. The term can also be used to describe a fast driver who holds back during a race to manage a lap time and avoid breaking out. Sandbagging is vehemently discouraged and frowned upon in the series. A driver who may be too fast for his/her class is encouraged to either voluntarily move to the higher class, or mechanically limit the performance of the vehicle so that it still has to be driven to its full potential to remain competitive.
- 7.21. Pit-to-car communication systems are also prohibited during all official sessions for Class B, C, D, and E, pit boards are also prohibited.
- 7.22. Telemetry data and on-board footage from all vehicles, where applicable, must be made available to the technical committee if it is requested by them. It is recommended that all competitors install a camera device in their vehicles for on-board footage.
- 7.23. The organisers/stewards reserve the right to amend race formats and will state these changes in the SR's for that particular event.
- 7.24. Any driver that enters less than 45% of the rounds for a given year will be considered an "invitational" driver. The driver will be placed in their respective class as per Rule 7.6, and will be eligible for points and trophies on the specific event only, however the driver's position and points will be deleted from the overall championships and drivers below him/her will move up a position and receive the respective points for that position on the overall championships.
- 7.25. A novice competitor or a competitor that has never raced in any other category or series will be required to start at the back of the grid for his/her first 2 races and it is recommended that bunting tape be placed on the back of his/her vehicle

to identify them as a novice. The next 2 races the novice will have the choice to start in his/her actual grid position as per point 9 or to start from the back of the grid. Thereafter the novice will start from his/her grid position as per point 9.

- 7.26. A driver may swap vehicles or use a spare vehicle if the original vehicle has broken during the day, but as long as the new vehicle is similar to the original vehicle or from a slower/lower class. If the new vehicle is faster of from a higher class the driver will compete in the higher class on the day.

8. MINIMUM NUMBER OF STARTERS

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

9. GRID POSITIONS AND QUALIFYING

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

10. POINTS

- 10.1. The BMW CCG Club Racing Series and events to count shall be as set out in the 2022 MSA Calendar and are subject to changes at the discretion of the CRS Chairman and CRS Vice-chairman.
- 10.2. Should there be a tie at the end of the season the competitor with the greatest number of first positions will be declared the champion, failing this seconds and then thirds and so on. If this remains ineffective the MSA Northern Regions Motorsport Committee shall declare the Champion on such a basis as it deems fit.
- 10.3. If a tie occurs within a class at a single race meeting, the shortest time to complete both of the two heats combined will declare the overall winner and lower places as long as they have completed the same number of laps. If they are still tied, positions will be decided by the highest finishing positions of both races. If there is still a tie, they will share the class position for the day and any applicable prizes.
- 10.4. **Points Scoring** - Race Points will be scored in classes on the following basis:
- 1st - 10 points
 - 2nd - 8 points
 - 3rd - 6 points
 - 4th - 5 points
 - 5th - 4 points
 - 6th - 3 points
 - 7th - 2 points
 - 8th - 1 point

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

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

1st - 6 points
2nd - 5 points

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

11. NOTES

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

12. YELLOW AND RED CARD SYSTEM

- 12.1. 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. In an instance where there is contact between two cars, these incidents must be reported to the Clerk of the Course before 30 minutes has passed after the race completion. The Clerk of the Course reserves the right to investigate the incident and issue a Yellow card and/or a 20 second penalty any other penalties to one or both drivers at his discretion.
- 12.2. If a competitor is issued with a Yellow card, he/she will be under observation for the following three race heats. If the competitor is penalised with a Yellow card whilst holding an existing Yellow card in this period, he/she will automatically be penalised with a Red card.
- 12.3. If a competitor is penalised with a Red card, he/she will automatically be banned from participating in the following two BMW CCG Club Racing Series race heats. Two Red cards in any one season will automatically exclude the competitor for the rest of the season.
- 12.4. Non-competing BMW CCG committee members, the CoC, circuit officials and marshals are authorised to report incidents.
- 12.5. Failure to report an incident shall result in a Yellow card being issued to both drivers. These can be issued retrospectively where evidence is available of the incident.

13. PROTESTS/APPEALS/PENALTIES.

- 13.1. Results become final 30 minutes after any official session if no protests or appeals are received in this time. If protests or appeals are received in this time, the steward/CoC may choose to investigate and pose penalties within 10 business days of the incident, but is required to notify the driver in question in writing as to the time and date such penalties will be announced.
- 13.2. Results may be amended after this period if the outcome of the protest/appeal affects results in any way.

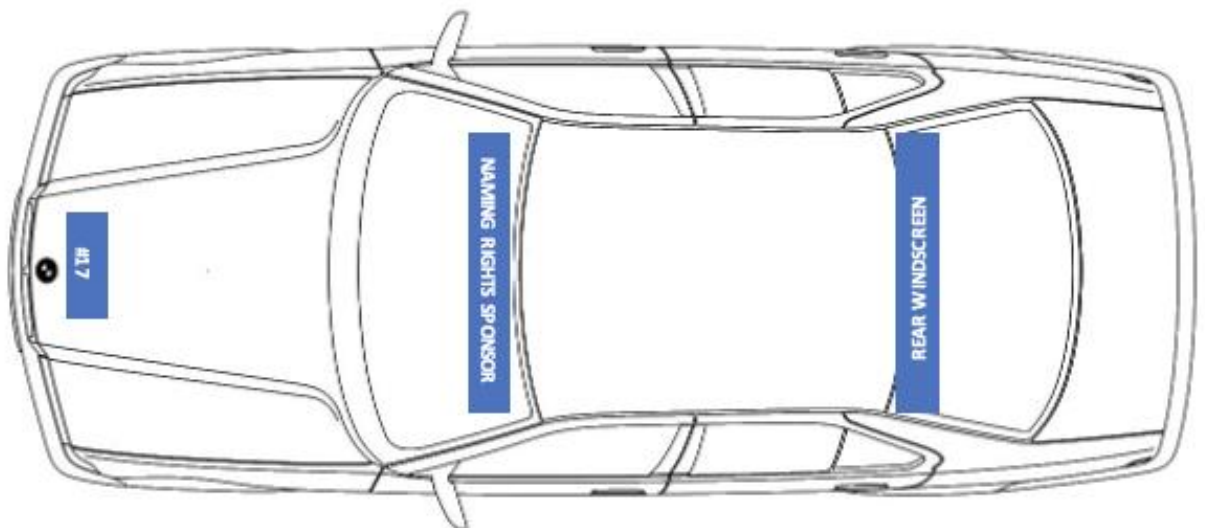
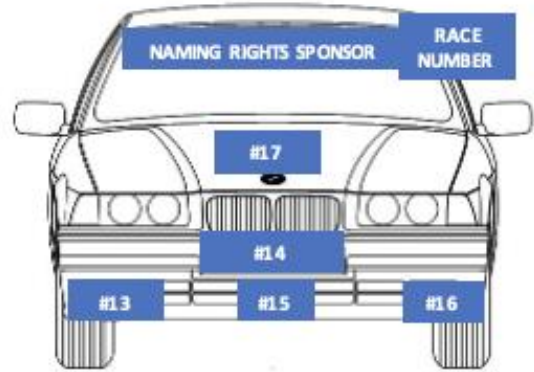
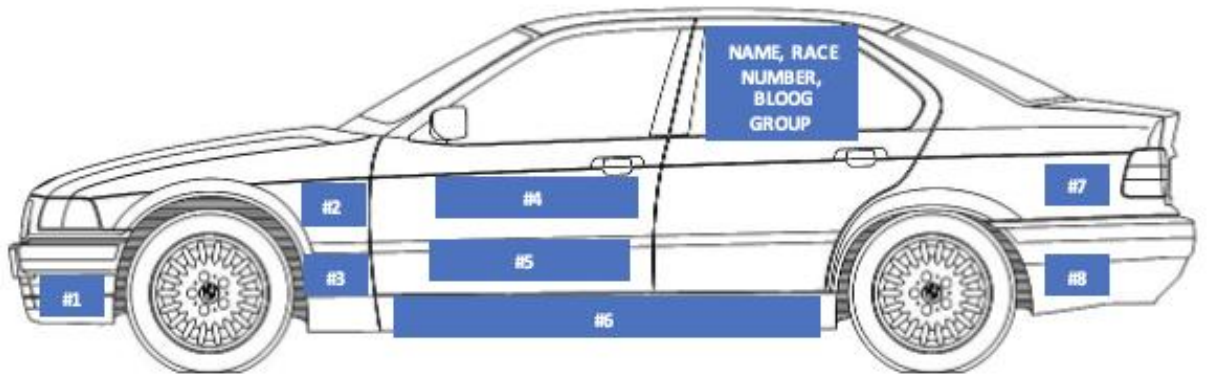
13.3. The Steward/CoC/CRS Chairman/CRS Vice-chairman may act within their rights to investigate a car or driver for transgression of any rule without requiring any official protests from any other driver. Any driver who wants to protest a transgression must follow the correct process as per the MSA GCR's.

13.4. Penalties are not considered confidential. Protests and appeals remain confidential until they are decided, and are not confidential afterwards. Data concerning penalties and appeals may be released by the BMW CCG Club Racing Series officials at their discretion.

14. SPONSORS/ADVERTISING

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

SPONSORSHIPS POSITIONS



CLASS RULES

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

NOTES ON CLASS RULES:

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