



## REGULATIONS AND SPECIFICATIONS FOR THE NORTHERN REGIONS 2014 BMW CCG Club Racing Series

### MSA NORTHERN REGIONS MOTORSPORT CIRCULAR NR14/14 (158794/093)

#### 1. AIM OF THE CHAMPIONSHIP

The aim of the series is to provide 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 Racing 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 CCG Club Racing Series Committee.

#### 3. DEFINITION

The series will be limited to BMW vehicles that are powered by BMW engines only, and will be called the BMW CCG Club Racing Series. The Championship will be run in conjunction with the BMW Car Club Gauteng time trial track days as well as on other race days/events on an invitational basis.

#### 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.

#### 5. ELIGIBILITY

Cars must have the engine and chassis of the same manufacturer. The Championship is open to all holders of valid MSA Club licences issued by MSA.

#### 6. LATITUDES

**These refer to the BMW CCG Club Racing Series Standing Supplementary Regulations. All rules below may be superseded by applicable class rules as attached in Appendix 1- 2014 BMW CCG Club Racing Series Class Rules. Where no class rule supersedes the rules below, these SSR rules shall apply.**

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. Class Declaration– An entrant's application to participate in an event is a statement that the car is in compliance with all rules applicable to its declared class. The driver assumes final responsibility for properly declaring the class of the car.

- 6.3. No driver under the influence of alcohol or drugs may partake in any official session. A driver found guilty of transgression shall face penalties as decided by MSA within their rights to do so according to the MSA GCR's.
- 6.4. Passengers are not permitted during any official session.
- 6.5. No person who has passed the first trimester of pregnancy may partake in any official session.
- 6.6. No other person other than the registered driver on the entry form may drive their vehicle during any official session.
- 6.7. 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.
- 6.8. Before any official 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.
- 6.9. 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.
- 6.10. Safety harness- Each vehicle must have a properly fitted 4, 5 or 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.
- 6.11. Brake lights are required and it is recommended that cars have windscreen wipers, indicators and head lights.
- 6.12. 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.
- 6.13. 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.
- 6.14. Battery- Battery position is free, but it must be securely mounted and sealed to the satisfaction of the scrutineers.
- 6.15. 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.
- 6.16. 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.
- 6.17. 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.
- 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 fixtures- 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.
- 6.20. OEM means a car that is/was sold by BMW as a production model. OEM additions or options are determined as those options that were offered through BMW or their authorised agents such as AC Schnitzer or Alpina. Refer to the class rules where OEM is applicable and either original or replica parts may be used.
- 6.21. OEM additions shall only be allowed from the same production series as the car itself. For example, an E46 bumper may not be used on an E36 model and vice versa.
- 6.22. Reference to stock or standard means specification of the standard road car as sold by BMW as a production model.
- 6.23. The stock bonnet latching mechanism may be removed when at least two bonnet pins are used to hold the bonnet closed.

- 6.24. The driver's name and number- The drivers 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. The car number and class letter should be clearly visible on both front doors of the vehicle on the race number boards supplied by the organisers, and in the format as specified by the organisers. 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.
- 6.25. Wheel arches- Tyres may not protrude from the vehicle. Refer to the class rule appendix.
- 6.26. Window tinting is strictly prohibited in all classes.
- 6.27. Ducting- Refer to the class rule appendix.
- 6.28. Fender well liners may be removed.
- 6.29. Wheel & Tyre Dimensions- Refer to the class rule appendix. 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. For safety reasons road tyres will not be permitted.
- 6.30. Tyres- definitions and procedures for the use of a control tyre in the applicable class will be made available via an MSA Circular before the first race of the season.
- 6.31. Bodywork must be respected and must be based on a factory built model past or present.
- 6.32. The car must be easily recognisable as a specific model produced by BMW.
- 6.33. Weight- Refer to the class rule appendix. The organisers/stewards reserve the right to add a minimum weight to any car in order to maintain the balance of performance between the cars. For the applicable classes, cars will be weighed at scrutineering to ensure conformance. If a car is measured as 'underweight', the driver will have an opportunity before qualifying to adjust the weight according to the MSA requirements for ballast weight. Cars will be weighed again after qualifying and should any car be measured 'underweight' that driver will be placed at the back of the starting grid for race 1. Cars will then be weighed again after race 1 and should a car be measured as 'underweight' that driver will be placed at the back of the grid for race 2. Repeat offenders during a single race meeting will be issued with a Yellow Card.
- 6.34. Ballast weight- Any ballast to meet weight must be placed entirely in the front and/or rear passenger side floor area and/or the spare tyre well in the trunk, and must be securely bolted to the chassis. Each segment of ballast must weigh not more than 25 kg, and must be fastened with a minimum of two 12 mm bolts and positive lock nuts of metric grade 8.8 or better, and must utilize large diameter, load-distributing washers. Ballast may not be added or removed during any official timed session.
- 6.35. Original shell of the vehicle as manufactured by the factory must remain intact.
- 6.36. Mounting materials may be replaced with other materials. The same amount of mountings as the original standard factory spec must be used.
- 6.37. Bodywork materials- Refer to the class rule appendix.
- 6.38. Vehicle interior- Refer to class rule appendix. The vehicle must be free of any free-moving object at all times.
- 6.39. Stripping- Refer to the class rule appendix.
- 6.40. Door panels- Must be covered with a singular blanking plate of any material and be securely fastened to the door panel frame.
- 6.41. 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.
- 6.42. Rear view mirrors- Exterior side view mirrors are required, interior rear view mirrors are optional.
- 6.43. Driver's seat- One piece FIA approved seat for driver and passenger seat.
- 6.44. Steering wheel- Free of restriction. Airbag units must be removed.
- 6.45. Gear lever- Free of restriction.
- 6.46. All steering locks must be disabled or removed.

- 6.47. Spare wheel and tools- Must be removed.
- 6.48. 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 fuelling system present in the boot of the car that is exposed in any way. If the standard fuelling system is retained under the rear seats, the rear bulkhead is not required.
- 6.49. Suspension- Refer to class rule appendix.
- 6.50. Suspension bush material- Free of restriction.
- 6.51. Brakes- Refer to class rule appendix.
- 6.52. Brake friction materials- Free of restriction.
- 6.53. Brake fluid- Free of restriction.
- 6.54. Fuel and fuelling systems- Refer to the class rule appendix
- 6.55. Catchment tank– 2 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.
- 6.56. Antifreeze or any similar substance must not be in the coolant system.
- 6.57. Sump drain plugs– Engine, gearbox and diff plugs are required and to be wired to prevent oil leakage onto the track.
- 6.58. Catalytic converters- May be entirely removed.
- 6.59. Oil sump- Free of restriction.
- 6.60. 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.
- 6.61. Coolant expansion tanks- Free of restriction.
- 6.62. Bolts/Wheel nuts- Free of restriction.
- 6.63. 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.
- 6.64. Hoses – Any hose or line passing through any part of a bulkhead or panel must be grommited to prevent abrasion or use an appropriate metal bulkhead fitting.

## **7. RACE FORMAT**

- 7.1. The series will comprise of a race as minimum 10 laps at short circuits and 8 laps at long circuits or a maximum time of 25 minutes. A race is 24 km as per the white book.
- 7.2. There will for the present be 4 classes, but these may be modified depending on entrants. Please refer to the class rule appendix for full explanation of the classes.
- 7.3. All 4 classes will form one race and start the race in rolling formation. Refer to MSA SSR's for full rolling start procedure. No car may pass the car in front of his grid position before the light has gone off or the starter's flag has been dropped. No car may pass the pole position car (no 1 on the grid) before the pole position car has passed the last solid white line across the pit straight.
- 7.4. The Committee may review any class change in its discretion on written application by the competitor, supported by good reason, after two race meetings have passed in which the competitor has participated.
- 7.5. 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 another.
- 7.6. All class changes shall be notified to the competitor in writing. Email will be considered as written notification.
- 7.7. A competitor shall not be allowed to change a vehicle from one class to another without prior written consent from the technical committee.
- 7.8. Any competitor who has had his/her vehicle re-classified 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.

- 7.9. When a competitor changes a class all previous points scored will remain in the former class and his/her championship points will be reset to zero within the new class.
- 7.10. 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 driver/vehicle championship.
- 7.11. Other than the normal use of pit boards, communication is permitted between the pits and participating vehicles during any official practice session, official qualifying session or official race.
- 7.12. In-car timing (by way of electronic timing equipment, stopwatches or any other means) is permitted in any official practice session, official qualifying session or official race.
- 7.13. The "White Line Rule" in SSR 50 i) ii) will apply for both heats excluding the 4th bullet point stating "*Conversely, competitors overtaking may not cross from the inside to the outside of the barrier line.*"
- 7.14. The organisers/stewards reserve the right to amend race formats and will state these changes in the SR's for that particular event.

## **8. MINIMUM NUMBER OF STARTERS**

- 8.1. To qualify as a round of the BMW CCG Club Racing Series, there must be an average of 12 starters 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.
- 8.2. The organisers/stewards reserve the right to amalgamate classes for purposes of prize allocation should there not be enough starters to qualify for a championship round.

## **9. GRID POSITIONS AND QUALIFYING**

- 9.1. Grid positions for heat 1 will be determined by the 15 minute qualifying session.
- 9.2. Grid positions for heat 2 will be based on heat 1's fastest lap time and then inverted within each class across each specific class. The starting grid will be made up in the following order: A, B, C, D.
- 9.3. 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 qualify for heat 1 nor set a lap time in heat 1 they will start at the back of the grid for heat 2.
- 9.4. 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.
- 9.5. 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 blank. 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 2014 MSA Calendar.
- 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

- 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. Competitors will only be eligible for overall championship standings when 50% or more of the races are completed in that given year.
- 10.7. Individual Race Points will only be awarded when a minimum of 66.7% of the race has been completed.

## **11. NOTES**

- 11.1. Control of the BMW CCG Club Racing Series is vested in a committee (hereafter called the Committee) comprising:

To be announced before the commencement of the 2014 season

- 11.2. A technical committee made up of three members (the organiser/steward and two nominated members) will be responsible for all decisions regarding technical eligibility and classes. The organiser/steward is not permitted to race in the series, and the two nominated members must be directly associated with the series in some way, whether as drivers/crew/builders/tuners and must be from differing classes. If one or both of the nominated members are not available, any two Committee members may be consulted as a stand in. The committee reserves the right to replace any of these members during the season.
- 11.3. The committee, 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 by the committee.

## **12. YELLOW AND RED CARD SYSTEM**

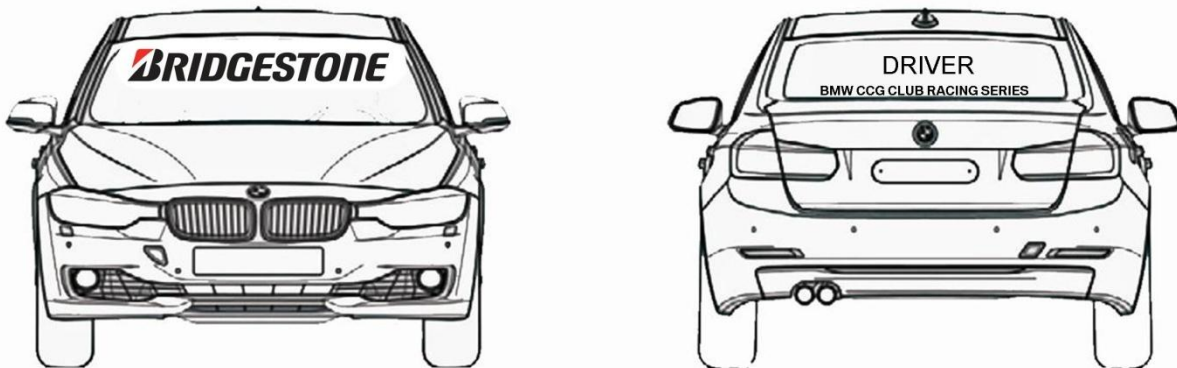
- 12.1. Yellow and Red cards may be awarded by the Clerk of the Course to competitors for reckless and dangerous driving, bumping and causing damage to their own and other cars, unsportsmanlike behaviour and/or contravention of these regulations. In an instance where there is contact between two cars, both drivers will be given a yellow card regardless of guilt.
- 12.2. If a competitor is issued with a Yellow card, he/she will be under observation for the following three races. If the competitor is penalised with a Yellow card whilst holding two consecutive previous Yellow cards 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. Competitors involved in any incident in free practice, qualifying and race heats have 30 minutes after the flag has dropped to report the incident to the CoC.
- 12.5. Non-competing race committee members, the CoC, circuit officials and marshals are authorised to report incidents.
- 12.6. Failure to report an incident shall result in two Yellow cards for both drivers involved.
- 12.7. Should a Yellow card be issued to a driver for any other offences provided for in these regulations, the collective Yellow cards will be counted towards requiring the issue of a Red card.

## **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 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.

#### **14.5 SPONSORS/ADVERTISING**

- 14.1. It is a mandatory requirement that all vehicles affix sponsor and advertising branding in positions determined by the committee during every session. Non-compliance will result in a Yellow card being issued to the driver. Refer to the figures below for guidance on positions of sponsor and series branding.



**Figure 1.**

- Bridgestone sticker applied across windscreen.
- Driver surname in white lettering on rear windscreen.
- Series name in white lettering on rear windscreen.

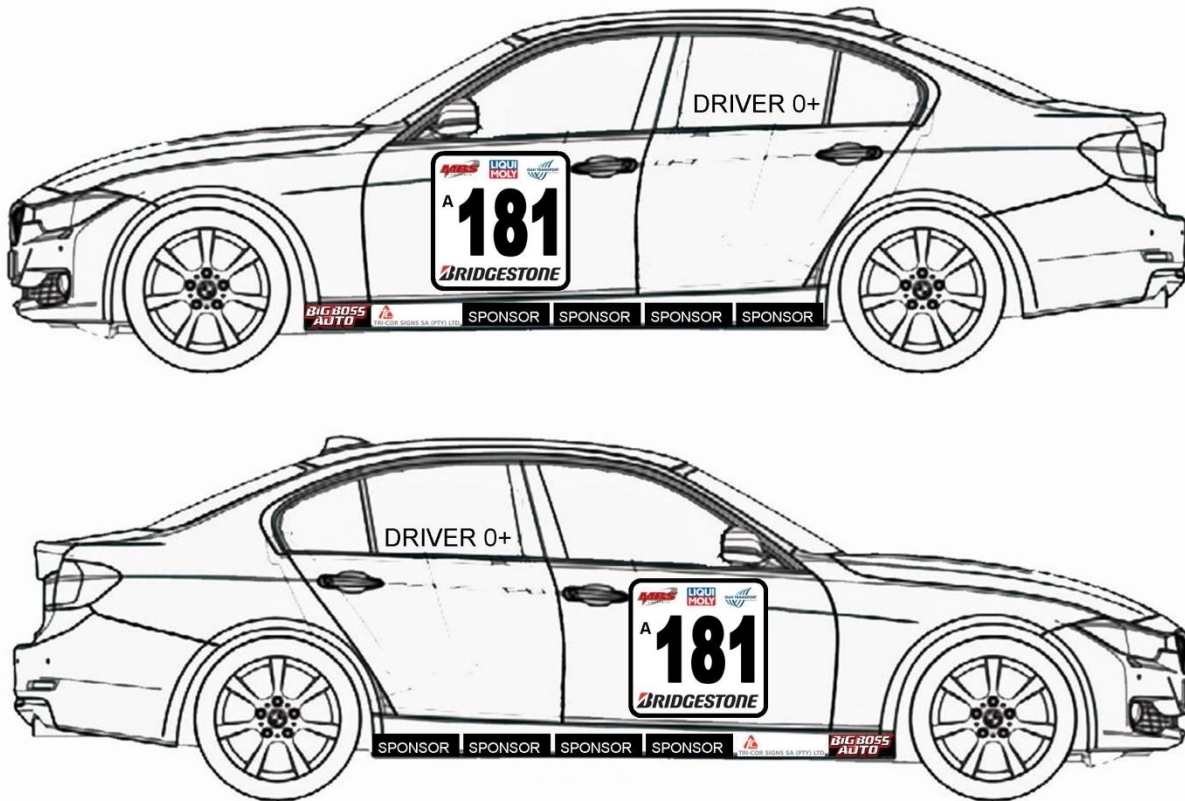


Figure 2.

- Pre-printed number boards on both front doors. Standard series design only. Size of number board may not be altered in any way.
- Driver name and blood group in white lettering on rear window (Passenger window on cars with only 2 windows)
- Series sponsor decals on bottom sill in an order prescribed by the race series committee.

## APPENDIX 1 CLASS RULES

### Class A Engines

Engine Capacity and Aspiration:	4000cc and above naturally aspirated V8/V10 3000cc forced induction and above Any M derived engine using forced induction
Engine swaps:	Free of restriction

### Body/Chassis

Tyre type:	Free of restriction
Tyre size:	Free of restriction
Track width:	Free of restriction
Body:	Free of restriction
Aerodynamics rear:	Free of restriction



Aerodynamics front:	Free of restriction
Rear diffuser:	Free of restriction
Front splitter:	Free of restriction
Ducting:	Free of restriction
Wheel arches:	Free of restriction
Body kits & bumpers:	Free of restriction

### **Interior**

Stripping:	Free of restriction
Windows:	Glass may be replaced with a lightened material. Only the driver's window may be completely open
Vehicle appearance:	Must be recognisable as a BMW car
Fuel tank type and size:	Free of restriction
Surge tanks:	Allowed, must conform to rear bulkhead rule

### **Engine/Ancillaries/Electrical**

Fuel:	Free of restriction
Octane Booster:	Free of restriction
Fuel injection system:	Free of restriction
Intake manifold:	Free of restriction
Engine management chips/software:	Free of restriction
Engine management/ECU systems:	Free of restriction
Pistons:	Free of restriction
Crankshaft:	Free of restriction
Cam timing:	Free of restriction
Compression ratio:	Free of restriction
Wiring loom:	May be entirely removed
Oil coolers:	Free of restriction
Diff and gearbox coolers:	Free of restriction
Radiators:	Free of restriction
Intercoolers:	Free of restriction
Engine and gearbox mounts:	Free of restriction
Spark plugs:	Free of restriction
Ignition coils:	Free of restriction
Water pumps:	Free of restriction
Fans:	Free of restriction
Lights/Indicators/Wipers:	Brake lights must be working

### **Drivetrain**

Brake type front:	Free of restriction
Brake type rear:	Free of restriction
Transmission/Clutch/Flywheel:	Free of restriction
Differential modifications:	Free of restriction

### **Suspension**

Springs:	Free of restriction
Front camber plates/slotting:	Free of restriction
Rear camber:	Free of restriction
Coil overs:	Free of restriction

Sway bars:	Free of restriction
Front brace:	Free of restriction
Rear brace:	Free of restriction
Control arms:	Free of restriction
Spacers:	Free of restriction
Bolts/wheel nuts:	Free of restriction

## **Class B**

### **Engines**

Engine Capacity and Aspiration:	3200cc 6 cylinder naturally aspirated and above 2500cc forced induction 2800cc forced induction
Engine swaps:	Free of restriction

### **Body/Chassis**

Tyre type:	Free of restriction
Tyre size:	Free of restriction
Track width:	Free of restriction
Body:	Free of restriction
Aerodynamics rear:	Free of restriction
Aerodynamics front:	Free of restriction
Rear diffuser:	Free of restriction
Front splitter:	Free of restriction
Ducting:	Free of restriction
Wheel arches:	Free of restriction
Body kits & bumpers:	Free of restriction

### **Interior**

Stripping:	Standard dash design must remain, material is free. Carpets, headliners, sound deadening, wiring looms, seats, trim panels, door panels, sunroof mechanisms, entertainment systems, air conditioning and heating units, centre consoles, boot trim and door panel internals may be removed
Windows:	Glass may be replaced with a lightened material. Only the driver's window may be completely open
Vehicle appearance:	Must be recognisable as a BMW car
Fuel tank type and size:	Free of restriction
Surge tanks:	Allowed, must conform to rear bulkhead rule

### **Engine/Ancillaries/Electrical**

Fuel:	Free of restriction
Octane Booster:	Free of restriction
Fuel injection system:	Free of restriction
Intake manifold:	Free of restriction
Engine management chips/software:	Free of restriction
Engine management/ECU systems:	Free of restriction
Pistons:	Free of restriction

Crankshaft:	Free of restriction
Cam timing:	Free of restriction
Compression ratio:	Free of restriction
Wiring loom:	May be entirely removed
Oil coolers:	Free of restriction
Diff and gearbox coolers:	Free of restriction
Radiators:	Free of restriction
Intercoolers:	Free of restriction
Engine and gearbox mounts:	Material is free, but the mounting points must remain as per standard factory spec
Spark plugs:	Free of restriction
Ignition coils:	Free of restriction
Water pumps:	Free of restriction
Fans:	Free of restriction
Lights/Indicators/Wipers:	Brake lights must be working

### **Drivetrain**

Brake type front:	Free of restriction
Brake type rear:	Free of restriction
Transmission/Clutch/Flywheel:	Any standard BMW factory item, manual or auto. No modifications to the internals may be made Gear shifter mechanism may be changed or modified. Clutches are free, flywheels are free.
Differential modifications:	Free of restriction

### **Suspension**

Springs:	Free of restriction
Front camber plates/slotting:	Free of restriction
Rear camber:	Free of restriction
Coil overs:	Free of restriction
Sway bars:	Free of restriction
Front brace:	Free of restriction
Rear brace:	Free of restriction
Control arms:	Free of restriction
Spacers:	Free of restriction
Bolts/wheel nuts:	Free of restriction

### **Class C**

#### **Engines**

Engine Capacity and Aspiration:	3200cc 6 cylinder naturally aspirated and below 2000cc forced induction 2200cc forced induction
Engine swaps:	Free of restriction

#### **Body/Chassis**

Tyre type:	Semi Slick tyres
Tyre size with weight parameter: <b>E46/E90</b>	1450kg with driver using a 265 semi slick <b>OR</b> 1250kg with driver using a 235 semi slick

**E36**1450kg with driver using a 265 semi slick **OR**

1250kg with driver using a 235 semi slick

1100kg with driver using a 235 semi slick only

**E30/2002**

Explanatory note:

The technical committee reserves the right to revise these parameters in instances where a particular tyre size is no longer available. Should an eligible vehicle want to enter this class that is not provided for above, the technical committee will determine the appropriate tyre/weight parameters.

Track width:

Maximum track width same as stock BMW E46 M3 of 1525mm at the rear and 1518mm at the front

Body:

Fog lights may be removed or covered with blanking plates. No wide body kits permitted. Ducting behind the visible exterior is permitted. Headlights may be covered. Steel panels may be replaced with fibre glass or carbon fibre. Splash trays and skid plates may be removed but may not be added into positions where they did not form part of the standard factory production models

Aerodynamics rear:

As per OEM

Aerodynamics front:

As per OEM

Rear diffuser:

As per OEM

Front splitter:

As per OEM

Ducting:

Free of restriction as long as it does not extend beyond the standard factory dimensions

Wheel arches:

Spats or extensions may be used. Wheel arches may also be ground or rolled to accommodate tyres where applicable. Refer to BMW CCG Club Racing Series GCR 6.25.

Body kits &amp; bumpers:

As per OEM

**Interior**

Stripping:

Standard dash design must remain, material is free. Carpets, headliners, sound deadening, wiring looms, seats, trim panels, door panels, sunroof mechanisms, entertainment systems, air conditioning and heating units, centre consoles, boot trim and door panel internals may be removed

Windows:

Glass may be replaced with a lightened material. Only the driver's window may be completely open

Vehicle appearance:

Must be recognisable as a BMW car

Fuel tank type and size:

Free of restriction

Surge tanks:

Allowed, must conform to rear bulkhead rule

**Engine/Ancillaries/Electrical**

Fuel:

Free of restriction

Octane Booster:

Free of restriction

Fuel injection system:

Standard injectors may be replaced, but their position and form of injection must remain as per standard factory spec

Intake manifold:

Free of restriction

Engine management chips/software:

Free of restriction

Engine management/ECU systems:

Free of restriction

Pistons:

Free of restriction

Crankshaft:

Free of restriction

Cam timing:

Free of restriction

Compression ratio:	Free of restriction
Wiring loom:	May be entirely removed
Oil coolers:	Free of restriction, as long as they are contained within the body work and do not require any alteration to the outer body work or steel areas of the engine bay
Diff and gearbox coolers:	Free of restriction, as long as they are contained within the body work and do not require any alteration to the outer body work or steel areas of the engine bay
Radiators:	Free of restriction
Intercoolers:	Free of restriction
Engine and gearbox mounts:	Material is free, but the mounting points must remain as per standard factory spec
Spark plugs:	Free of restriction
Ignition coils:	Free of restriction
Water pumps:	Free of restriction
Fans:	Free of restriction
Lights/Indicators/Wipers:	Brake lights must be working

### **Drivetrain**

Brake type front:	Free of restriction
Brake type rear:	Free of restriction
Transmission/Clutch/Flywheel:	Any standard BMW factory item, manual or auto. No modifications to the internals may be made Gear shifter mechanism may be changed or modified. Clutches are free, flywheels are free.
Differential modifications:	Free of restriction

### **Suspension**

Springs:	Free of restriction
Front camber plates/slotting:	Free of restriction
Rear camber:	Free of restriction
Coil overs:	Free of restriction
Sway bars:	Free of restriction
Front brace:	Free of restriction
Rear brace:	Free of restriction
Control arms:	Free of restriction
Spacers:	Free of restriction
Bolts/wheel nuts:	Free of restriction

### **Class D**

#### **Engines**

Engine Capacity and Aspiration:	2800cc naturally aspirated and below
Engine swaps:	Must be from same series production i.e. an E36 may not use the 2.8l engine from the E46 and so forth

#### **Body/Chassis**

Tyre type:	Bridgestone Semi Slick, only allowed to use 4 sets for the entire season. (For official sessions only, tyre use for testing is unlimited)
Tyre size:	225/40/17
Track width:	Standard as per series production
Body:	Fog lights may be removed or covered with blanking plates. No wide body kits permitted. Ducting behind the visible exterior is permitted. Headlights may be covered but not removed. Body panels must remain as standard and of the same material as the standard production version. Splash trays and skid plates may be removed but may not be added into positions where they did not form part of the standard factory production models
Aerodynamics rear:	As per OEM
Aerodynamics front:	As per OEM
Rear diffuser:	As per OEM
Front splitter:	As per OEM
Ducting:	Free of restriction as long as it does not extend beyond the standard factory dimensions
Wheel arches:	May not be extended, rolled, ground or cut
Body kits & bumpers:	As per OEM

### **Interior**

Stripping:	Standard dash must remain and be of the same material. Carpets, headliners, sound deadening, seats, trim panels, door panels, sunroof mechanisms, entertainment systems, air conditioning and heating units, centre consoles, boot trim and door panel internals may be removed. Rear steel bulkhead may not be removed or altered in any way.
Windows:	Standard glass windows must remain. Only the driver's window may be completely open
Vehicle appearance:	Must be as per standard factory spec
Fuel tank type and size:	Standard production tank
Surge tanks:	Not allowed

### **Engine/Ancillaries/Electrical**

Fuel:	Pump fuel only up to 95 RON
Octane Booster:	Not permitted
Fuel injection system:	Standard
Intake manifold:	Standard
Engine management chips/software:	Not permitted
Engine management/ECU systems:	Standard
Pistons:	Standard
Crankshaft:	Standard
Cam timing:	Standard
Compression ratio:	Standard
Wiring loom:	All standard wiring must remain in place and be tethered to the body. No loose wires or cables allowed
Oil coolers:	Standard OEM systems where applicable
Diff and gearbox coolers:	Standard OEM systems where applicable

Radiators:	May be replaced but must remain in original factory position and be of the same size of the original factory items. Mesh screens may be placed in front of the radiator, but no modifications may be made to the body or steel sections of the engine compartment to fit the radiator
Intercoolers:	Not permitted
Engine and gearbox mounts:	Material is free, but the mounting points must remain as per standard factory spec
Spark plugs:	Free of restriction
Ignition coils:	Standard
Water pumps:	Aftermarket water pumps that increase flow/efficiency and are of the same design type as stock is allowed. The factory stock pulley must be retained and no other changes are allowed to accommodate any pump, factory or otherwise
Fans:	Electrically operated puller or pusher fans with manual or automatic actuation may be fitted
Lights/Indicators/Wipers:	As per standard

### **Drivetrain**

Brake type front:	Same setup as standard. May convert to single pot callipers from multiple pot callipers. Mountings and bushings are free. Brakes lines may be converted to steel or braided hose. Dust shields may be removed. Ducting is allowed but the exterior bodywork may not be modified in any way. Discs must be same as series production
Brake type rear:	Standard braking system, no modification is allowed
Transmission/Clutch/Flywheel:	Any standard BMW factory item, manual or auto. No modifications to the internals may be made Gear shifter mechanism may be changed or modified. Clutches are free, flywheels must be as per standard
Differential modifications:	As per standard, no limited-slip differentials allowed

### **Suspension**

Springs:	Maxtrac height adjustable spring set as homologated by the technical committee. Kits can be purchased directly from the supplier or can be supplied to a tuner of choice. Kit cost is set at R4500 including VAT as at 2013 pricing and may be subject to increase without notice. For purchasing information please contact the race series steward.
Front camber plates/slotting:	None allowed, only camber that can be gained from the standard suspension
Rear camber:	As much as can be gained from the standard suspension
Coil overs:	Maxtrac height adjustable spring set as homologated by the technical committee. Kits can be purchased directly from the supplier or can be supplied to a tuner of choice. Kit cost is set at R4500 including VAT as at 2013 pricing and may be subject to increase without notice. For purchasing information please contact the race series steward.
Sway bars:	Standard
Front brace:	Standard
Rear brace:	Standard

Control arms:	Standard
Spacers:	Not permitted
Bolts/wheel nuts:	Free of restriction

## **NOTES ON CLASS RULES**

- 1.1. If a car does not conform to one or more of the technical rules as set out above, that car shall automatically be moved up to the higher class i.e. D to C, C to B and B to A.
- 1.2. These rules have been set out according to known derivatives currently participating in the series or that may be eligible to participate. Should a car be entered into the series that does not fall into any of the parameters as set out above, the technical committee reserves the right to enter the car into an appropriate class on a basis it deems fit. See BMW CCG Club Racing Series GCR 7.4. – 7.6.