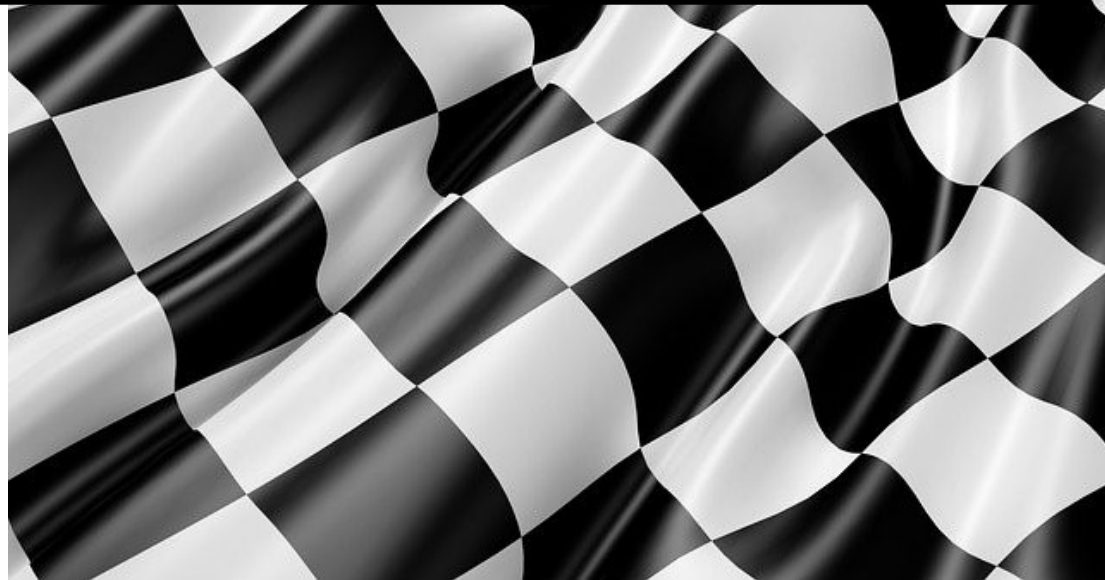




2023

Standing Supplementary Regulations

Northern Regions Club Time Trial Championship



Version 1

1 January 2023

Ref: ?

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 Northern Regions Time Trials Club Members with race and roadworthy road cars, a safe and cost-effective time trial series. It is the intention that serious competitors with purpose built track cars who have reached the ceiling in the existing Club time trial series migrate into the BMW CCG Regional Racing Series (also referred to as BMW CCG CRS) or other relevant race series. The aim of the championship will be to declare an overall Club Time Trial Champion for 2023 and club class champions for 2023. The Series will be known as The Northern Regions Time Trial Series powered by BMW CCG.

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 Racing Series Chairman and Vice-Chairman.

3. DEFINITION

The Championship will run on Club status as part of the BMW Car Club Gauteng Time Trial Series and may be run 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 time-trial events 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

All race and road cars are eligible provided that they adhere to the SSR's in this document.

6. LATITUDES

These refer to the Northern Regions Time Trial Series Standing Supplementary Regulations.

- 6.1. Drivers are reminded that they assume ultimate responsibility for their 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 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. 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.
- 6.4. Before any official time trail session commences, 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 time trial 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.
- 6.5. The following equipment guidelines shall regulate the time trial series:

Equipment	Race Car	Road Car
Safety Harness	Each vehicle must have a properly fitted 6 point safety harness and must be SABS and FIA approved. The expiry date printed on the harness will be checked during scrutineering and will be obligatory as per MSA specification	OEM seat belts
Lights (Brake lights, Headlights and indicators)	Optional	Compulsory
Windscreen Wipers	Optional	Compulsory
Fire Extinguisher	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	Optional
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.	Only if added as OEM
Battery	Battery position is free, but it must be securely mounted and sealed to the satisfaction of the scrutineers	OEM

Equipment	Race Car	Road Car
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	OEM
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.	Drivers shall be required to wear a crash helmet (open or closed face), and gloves. Long sleeved shirts and long pants also required.
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	Not Applicable
Doors	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	All OEM and functional
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	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
Bonnet	The stock bonnet latching mechanism may be removed when at least two bonnet pins are used to hold the bonnet closed	OEM
Wheel Arches	Tyres may not protrude from the vehicle	Tyres may not protrude from the vehicle
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	OEM
Ducting	Free of restriction	Free of restriction
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	Free of restriction. Must not exceed the outer side dimensions of the bodywork, i.e. width of the car excluding side mirrors and canards
Bodywork	Bodywork must be respected and must be based on a factory built model past or	OEM

Equipment	Race Car	Road Car
	present. No space frame vehicles will be allowed	
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	Free of restriction. Must not exceed the outer side dimensions of the bodywork, i.e. width of the car excluding side mirrors and canards
Body Kits	Free of restriction	Free of restriction
Mountings	Mounting materials may be replaced with other materials. The same amount of mountings as the original standard factory spec must be used	Mounting materials may be replaced with other materials. The same amount of mountings as the original standard factory spec must be used
Bodywork Material	Free of restriction	OEM
Vehicle Interior	The vehicle must be free of any free-moving object at all times	OEM
Stripping	Free of restriction	OEM
Wiring loom	May be completely removed and replaced with basic wiring required by applicable management systems	OEM
Door Panels	Must be covered with a singular blanking plate of any material and be securely fastened to the door panel frame	OEM
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	OEM
Rear view mirrors	Exterior side view mirrors are mandatory, interior rear view mirrors are optional	OEM
Driver's seat	One piece FIA approved seat for driver	OEM
Steering Wheel	Free of restriction. Airbag units must be removed	OEM
Gear Lever	Free of restriction	OEM
Steering locks	Removed	OEM
Spare Wheel and tools	Removed	May be removed
Rear bulkhead	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	OEM
Springs	Free of restriction	Free of restriction
Front Camber Plates/slotting	Free of restriction	Free of restriction
Rear Camber	Free of restriction	Free of restriction
Coil overs	Free of restriction	Free of restriction
Sway bars	Free of restriction	Free of restriction
Front brace	Free of restriction	Free of restriction

Equipment	Race Car	Road Car
Rear Brace	Free of restriction	Free of restriction
Control arms	Free of restriction	Free of restriction
Spacers	Free of restriction	Free of restriction
Suspension bush material	Free of restriction	Free of restriction
Brakes	Free of restriction	Free of restriction
Brake Friction Materials	Free of restriction	Free of restriction
Brake Fluid	Free of restriction	Free of restriction
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 or water meth systems are allowed	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 or water meth systems are allowed
Surge Tanks	Free of restriction. Must conform to the rear bulkhead rule	Free of restriction. Must conform to the rear bulkhead rule
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	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
Octane boosters	Free of restrictions	Free of restrictions
Intake manifold	Free of restrictions	Free of restrictions
Engine Mngt chips / software	Free of restrictions	Free of restrictions
Engine Mngt / ECU systems	Free of restrictions	Free of restrictions
Pistons	Free of restrictions	Free of restrictions
Crankshaft	Free of restrictions	Free of restrictions
Cam timing	Free of restrictions	Free of restrictions
Compression ratio	Free of restrictions	Free of restrictions
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	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
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	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
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	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

Equipment	Race Car	Road Car
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	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
Spark Plugs	Free of restriction	Free of restriction
Ignition Coils	Free of restriction	Free of restriction
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	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
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	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
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	The standard closed circuit breather system must be in operation
Antifreeze	Antifreeze or any similar substance must not be in the coolant system	OEM
Plugs and caps	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	OEM
Catalytic convertors	May be entirely removed	May be entirely removed
Oil sump	Free of restriction	Free of restriction
Coolant expansion tank	Free of restriction (minimum 1 litre)	Free of restriction (minimum 1 litre)
Bolts / wheel nuts	Free of restriction	Free of restriction
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	Free of restriction but must adhere to the applicable noise level limit. The applicable noise level limit if required will be stated in the Supplementary Regulations for each round
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	Free of restriction
Methanol	No methanol allowed including water methanol systems	No methanol allowed including water methanol systems

- 6.6. Reference to stock or standard means specification of the standard road car as sold by the manufacturer in South Africa as a production model.
- 6.7. The car must be easily recognisable as a specific model produced by an OEM.
- 6.8. Original basic silhouette of the vehicle as manufactured by the factory must remain intact.
- 6.9. A licenced road car, to which modifications have been done in accordance with any of the race car rules (i.e. stripped-out interior, roll cage, etc.), will not be required to adhere to all of the race car rules, but will be entered into the applicable race car class. If there is any uncertainty, the BMW Car Club Gauteng Chairman or his appointed officials, being the BMW Racing Series Chairman and Vice-Chairman will make the final decision.
- 6.10. Race Tyre Restrictions – Full slick or semi-slick tyres
- 6.11. Road Car Tyre Restrictions – Semi-slick and road legal tyres permitted

7. RACE FORMAT

- 7.1. There will be 3 rounds in the season as laid out in the Club calendar. All 3 rounds count towards the overall and class championships. Rounds may be added or removed during the year.
- 7.2. There will be a minimum of 4 sessions per class per track day.
- 7.3. There will for the present be 14 classes, but these may be modified depending on entrants. Please refer to the class rule appendix (section 13) for a full explanation of the classes.

8. MINIMUM NUMBER OF STARTERS

- 8.1. To qualify as a class of the Northern Regions Time Trial Series, there must be at least 3 starters for the whole category per round. The MSA Northern Regions committee will be the final decision makers as to the inclusion of the round in the championship scoring.

10. POINTS

- 10.1. **Points Scoring** - Points will be scored in classes on the following basis:

- 1st - 10 points
- 2nd - 8 points
- 3rd - 6 points
- 4th - 5 points
- 5th - 4 points
- 6th - 3 points
- 7th - 2 points
- 8th - 1 point

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

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

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

11. NOTES

- 11.1. Control of the Northern Regions Time Trial Series is vested in the Club Chairman and/or whomever he appoints as representatives or controllers or technical committee 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 representatives or controllers or technical committee as he deems fit. The Chairman reserves the right to consult a judge of fact for any matter of his choosing.

- 11.3. The Chairman or whomever he appoints as representatives or controllers or technical committee 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. 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. DRIVER CONDUCT ON TRACK

- 12.1 "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.
- 12.2 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.

12.3 Straight Line racing

- 12.3.1 If the Front Bumper of the challenging car is behind the rear bumper of the lead car in a straight line, the lead car may change direction and defend the position.
- 12.3.2 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.
- 12.3.3 Remembering, once the lead car has defended by changing direction, the lead car may not make a 2nd change of direction.

12.4 Entering the Corner:

- 12.4.1 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.
- 12.4.2 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 12.3).
- 12.4.3 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).
- 12.4.4 If a driver is attempting to pass another driver and is not able to do so before the 50m board, the driver attempting the pass must back off. Attempting to pass after the 50m board will be regarded as dive-bombing and is not allowed.

12.5 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.

12.6 **NO OVERTAKING** in corners is permitted

13. APPENDIX A – TIME TRIAL CLASSES

CLASS	VEHICLE CATEGORY	VEHICLE DESCRIPTION
1	RACE CAR – FORCED INDUCTION	4 CYLINDERS OR LESS
2	RACE CAR – FORCED INDUCTION	5/6 CYLINDERS
3	RACE CAR – FORCED INDUCTION	8 CYLINDERS OR MORE
4	RACE CAR – NATURALLY ASPIRATED	4 CYLINDERS OR LESS
5	RACE CAR – NATURALLY ASPIRATED	5/6 CYLINDERS
6	RACE CAR – NATURALLY ASPIRATED	8 CYLINDERS OR MORE
7	ROAD CAR – FORCED INDUCTION	3500cc or more
8	ROAD CAR – FORCED INDUCTION	2900 cc to 3499cc
9	ROAD CAR – FORCED INDUCTION	1900cc to 2899cc
10	ROAD CAR – FORCED INDUCTION	<1900cc
11	ROAD CAR – NATURALLY ASPIRATED	3500cc or more
12	ROAD CAR – NATURALLY ASPIRATED	2900 cc to 3499cc
13	ROAD CAR – NATURALLY ASPIRATED	1900cc to 2899cc
14	ROAD CAR – NATURALLY ASPIRATED	<1900cc