



North American Points System 2005 Season

Introductory Comments:

The BMW CCA Club Racing North American Points System is intended to reward driving performance and is therefore scored based on the driver's in-class finishing position rather than overall finishing position. The purpose of the system is to place the emphasis on in-class performance and to foster the national scope of the Club Racing program with FRIENDLY, SAFE competition at BMW CCA Club Racing events that encourages drivers to compete beyond typical geographic boundaries. **Safety is, and will remain, the first priority of Club Racing.**

In 2005, the system has been altered, with the agreement of the Club Racing Executive Staff and the Club Racing Advisory Committee. The 2005 points system, as amended, is effective beginning with the first race of the 2005 calendar year and ends with the last race of the 2005 calendar year.

Program Structure & Sanctioning:

- 1) BMW CCA Club Racing is the only authority for awarding of all BMW CCA Club Racing points and the naming of series champions, both regional and North American. BMW CCA Club Racing retains the authority for naming, titling and determining any and all sponsors for the North American series.
- 2) All points awarded in the series shall be awarded to the driver on the basis of the technical class of the racecar used in competition as defined in the BMW CCA Club Racing rules, e.g. "D Modified" or "J Stock." All classes so defined will be eligible for points.
 - A. Points earned in one class may not be transferred to another class.
 - B. Drivers may compete in more than one class.
 - C. Drivers may earn points in more than one racecar within a class, but may not earn points in more than one racecar in a given class in any particular race.
- 3) Points shall only be awarded in races sanctioned by BMW CCA Club Racing. Sanctioned races may be run in cooperation with other venues. All sanctioned races will be posted on

the schedule on the BMW CCA Club Racing website at <http://www.bmwccaclubracing.com>.

- 4) All decisions by BMW CCA Club Racing officials at the track involving race procedures are final and not able to be appealed. Application of a red flag, double-yellow or black-flag-all procedure would be examples of such decisions.
- 5) To be eligible to earn points in any BMW CCA Club Racing race, the driver must:
 - A. Possess and present a valid and current BMW CCA Club Racing competition license, and
 - B. Possess and present a valid and current BMW CCA membership card, and
 - C. Agree to compete under all BMW CCA Club Racing rules and regulations as published and amended.
- 6) Should an increase in the incident rate be attributable to this points system, the system may be altered at any time in any fashion or terminated at any time at the sole discretion of BMW CCA Club Racing. BMW CCA Club Racing assumes no responsibility or liability for any modifications to, or termination of, the National Points System at any time.
- 7) No prizes of material value, other than trophies valued at \$50 or less, may be offered to points-program-racers based on finishing position in any race at any event. Prizes other than trophies may be awarded so long as all participating, qualified racers have an equal opportunity to win. If Regional Championship trophies or prizes are awarded, they must be awarded equally to all eligible classes and will not exceed an aggregate value of \$100 each. The National Championship trophies or prizes will not exceed an aggregate value of \$150 each.

Types of Events:

- 8) There are four different types of events that are sanctioned by BMW CCA Club Racing. Each Event shall have a race that is designated in advance as the "Feature" race, the results of which shall be used to determine any prizes, gifts or awards.
 - A. Regular Events. Regular BMW CCA Club Racing events are limited to two points races, where points will be awarded based on the calculations described in section 9 below. If a Regular event places more than two races on an event schedule, it shall designate in the registration materials which two races shall be the points races.
 - B. North American Challenge Race. The system provides for one special annual event, which is designated as the "BMW CCA Club Racing North American Challenge Races." In that event, up to three races may be conducted, all of which will be worth double position points (as described in Section 9 below). One event per year may receive the designation as the "North American Challenge Race" solely at the discretion of the Club Racing Chairman. The location and date of the BMW CCA Club Racing North American Challenge Races shall be announced with the initial official release of the season's schedule or as soon as possible thereafter. The location of the North American Challenge race should not be duplicated two years in succession, subject to track availability, and will be determined by the Chairman of BMW CCA Club Racing with the advice of the CRAC.

- C. Premier Events. Each region has the opportunity to host a single “Premier” event per year. In “Premier” events up to three points races are allowed, with one race being designated in advance as the “feature” race. The “feature” race and one additional race will be worth double position points (as described in Section 9 below). A third race, if offered, will be valued at 150% of normal position points. The registration materials and event schedule shall designate which races will carry the double points designations, and which will be worth 150% points. One event per region, per year may receive the designation as the “Regional Premier Race” solely at the discretion of CRAC representative of that region.
- D. National Events. At the discretion of the Club Racing Chairman, any event may be designated as a “National” event. Any event receiving the “National Event” designation will be in addition to the region’s allotted Premier event. . In “National” events up to two points races are allowed, with one race being designated in advance as the “feature” race. Both the “feature” race and one additional race will be worth double position points (as described in Section 9 below).

Points and Penalty Calculations:

- 9) Points will be awarded to eligible racers as follows.
 - A. All points are awarded in the region where the race is conducted, except for Premier, National and the North American Challenge events. In those cases, the points will be awarded in both the driver’s home region and the region where the race is conducted.
 - B. Event Participation Points
 - a. Event Participation Points may be awarded to each driver who competes in at least one race in an event.
 - b. The Event Participation Points will be applied to the race in which the racer earns the most number of points under paragraphs 9-C, 9-D and 9-E below.
 - c. Five (5) Event Participation Points will be awarded to every racer who takes a green flag in any race within a particular event. For endurance races, each non-starting driver who completes at least 25% of the racecar’s laps in an endurance race will be also be awarded five (5) Event Participation Points. All non-starting drivers are responsible for confirming their lap participation with the event Timing and Scoring Steward within 20 minutes of the end of the race. Failure to do so will nullify any claim to these points. For this purpose, an endurance race is defined as a race with a minimum announced length of 45 minutes AND a mandatory pit stop.
 - d. A maximum of five (5) Event Participation Points will be awarded to any one driver in any one class in an event, under paragraph 9-B. Drivers who participate in more than one class during the event are eligible for Event Participation Points in each class so long as they qualify under Paragraph 9-B.
 - e. For purposes of calculation of a driver’s championship point total in a given class, no driver can accumulate more than fifty (50) Event Participation Points.

- C. Finishing Position Points: Points will be also awarded by finishing position in announced points-eligible races, in each competing class, as follows:
1st=10; 2nd =8; 3rd=6; 4th=4; 5th =3; 6th=2; 7th=1. For endurance races and races held at National, Premier and North American Challenge events as defined in Section 5 above, the appropriate multiplier will affect these Finishing Position Points ONLY.
- D. Bonus Points: Each racer that finishes a race will be awarded a bonus of one additional point for each car in class that officially finishes the race behind each points-winning position, up to a maximum of 10 bonus points per race for any driver. (Example: 7 cars finish behind the first place J Stock racecar; the bonus points for the race winner would be 7, with 6 for the 2nd place car, and so on). DNF's and DNS's do NOT count for purposes of the bonus calculation. Bonus points are NOT eligible for a multiplier for endurance races or races held at National, Premier and North American Challenge events as defined in Section 5 above.
- E. Position Points Multipliers: Finishing Position Points for a given race may be multiplied by 150% or 200% in the following situations:
- Endurance Races. Endurance races shall have Finishing Position Points awarded at 150% of the values established in paragraph 7(A). Should the endurance race already have a position points multiplier in effect (as a National, Premier or North American Challenge event), then no additional points multiplier is to be added above that level.
 - North American Challenge Race. The North American Challenge Event shall have Finishing Position Points awarded at 200% of the values established in paragraph 7(A) for up to three races.
 - Premier Events. Premier events shall have Finishing Position Points awarded at 200% of the values established in paragraph 7(A) for up to two races, and may hold one additional race where Finishing Position Points are awarded at 150% of the values established in paragraph 7(A).
 - National Events. National Events shall have Finishing Position Points awarded at 200% of the values established in paragraph 7(A) for up to two races.
- F. Any race with a scheduled duration of 60 minutes or greater shall be considered an "Endurance Race." The following additional rules shall apply:
- The driver who qualifies the racecar must start the endurance race or the car must start from the back of the grid. Any change in the car or driver from the qualifying combination requires that car start at the back of the grid.
 - If the grid for the endurance race is to be set by finishing position from an earlier sprint race in lieu of a qualifying session, the driver who drove the sprint race must start the endurance race or the car must start from the back of the grid. Any change in the car or driver from the qualifying combination requires that car start at the back of the grid.
 - If a driver is unable or unwilling to start the race under either paragraph 7.E.(a) or 7.E.(b), an alternative driver registered with that racecar may start the race at the back of the grid. The Competition Steward and the Timing & Scoring Steward must be notified in writing

- of such at least one hour prior to the start of the race. Failure to make the timely notification will result in disqualification.
- d. If a driver competes in a given class within an endurance race by sharing driving in two or more racecars in that class, he must declare prior to the start of the race which racecar will be used for earning points. A driver cannot earn points in a given class in more than one racecar in that class. This declaration must be made in writing to the Timing & Scoring Steward a least one hour prior to the start of the endurance race. Failure to do so will result in all points earned in that race being forfeited.
 - G. In the case of a dead heat for any position, the total points involved based on the number tied at the finish shall be divided evenly among those tied. Example: If the dead heat is for second place involving two cars, the points from second and third will be added together and divided by two to obtain the points to be awarded for second place. Each driver would be awarded 17 points. There would be no third place points awarded in that race.
 - H. In order to be considered a finisher, a racecar must complete half the distance covered by the overall winner of the race. If the race is an uneven number of laps, that distance will be determined by dividing the overall winner's laps by two and rounding down to the nearest whole integer. In cases of races of 55 minutes or longer in scheduled length, the Competition Steward may exercise his discretion in determining an appropriate number of laps to be considered as a finisher. The Steward should consider the race length and the disparity in class speeds between the overall winner and the racecar(s) in question, and the number of laps should reflect what the racecar would be capable of running at reasonable speed over the length of the race. The official results must specifically state that the steward has exercised this option and specify the applicable cars.
 - I. BMW CCA Club Racing may, at its sole discretion, and with the concurrence of the majority of the CRAC representatives, award additional finishing position bonus points at a sanctioned event which is the first club race sponsored by any chapter. This designation and the specific level of bonus points to be awarded must be approved prior to the distribution of registration materials for the event. In no case shall such bonus points be more than 100% of the normal finishing position points nor apply to more than two races within the event.
 - J. If a racer's racecar is reclassified during the season as a result of a mid-season rules change, the points will be carried over with the car to the newly assigned class without penalty. If the racecar has mid-season alterations that mandate a class change, no points will be transferred to the new class. If the racecar is reclassified as a result of technical violations, all points won in the class in which the car was non-compliant will be forfeited and a points penalty, under Paragraph 10(B), may be applied.

10) Penalties will be assigned to racers as follows:

- A. Any driver found to be at fault in a multi-car incident or is assigned a 6 month or greater penalty in a single car incident at a BMW CCA Club Racing sanctioned event will:
 - a. Forfeit ALL points earned in all races in that event, and
 - b. Be subject to exclusion from participation in remaining races at that event in accordance with the General Rules of BMW CCA Club Racing, Rule 2(B)(1).
 - c. Be penalized 20 points against his accumulated season points in addition to the forfeited points.
- B. The Competition Steward may apply up to 20 penalty points to any racer if his conduct or that of a crewmember or affiliate, on or off the track, is not within the stated philosophy of BMW CCA club racing. Any such penalty may be appealed through the normal club racing appeals procedures.
- C. Point penalties are in addition to the standard application of the 13/13 rule.

National and Regional Champions:

11) National Champions.

- A. Each class for which at least one racecar in that class was declared a finisher at a minimum of four sanctioned events during the calendar year shall have a National Champion designated.
- B. The BMW CCA Club Racing North American Class Champion shall be the racer with the most total points, after any applicable penalties, within a given class subject to the limitation of 10 countable races as per Item 11-C below.
- C. Ten best races. For the purposes of determining a National Champion, each driver will have his point total calculated using a maximum of 10 races in which he has scored points. If the driver has competed in more than 10 races, the 10 races that produce the highest total in ANY REGION shall be used. If the driver has competed in more than one class, he will have separate points totals calculated for each class. Points awarded in a given class cannot be considered in any other class.
- D. To be eligible for a North American Class Championship, a racer must have completed a race in a minimum of 4 events during the season.
- E. Ties in the final National Championship points shall be resolved based on each driver's grand total of season points. If two or more drivers still remain tied, the driver with the most first place finishes among the 10 races used in determining the points total will be declared as the National Champion. If two or more drivers remain tied at that point, they shall be considered tied for the championship and be designated National Co-champions.
- F. Trophies/plaques will be awarded for 1st place, 2nd place and 3rd place champions in each class that meets the minimum participation requirements, so long as all winners have satisfied the minimum participation requirements.

12) Regional Champions.

- A. Each BMW CCA region shall have a Regional Champion designated for each class of racecar in which at least one racecar in that class was declared a finisher at a minimum of four sanctioned races within that region.

- B. The Regional Champion for each class shall be the racer with the most total points in the region, after any applicable penalties, within a given class subject to the limitation of 10 countable races as per Item 12-C below.
- C. Ten best races. For the purposes of determining a Regional Champion, each driver will have his point total calculated using a maximum of 10 races in which he has scored points. If the driver has competed in more than 10 races, the 10 races that produce the highest total in THE RACER'S HOME REGION shall be used. If the driver has competed in more than one class, he will have separate points totals calculated for each class. Points awarded in a given class cannot be considered in any other class.
- D. To be eligible for a Regional Championship, a racer must have completed a race in a minimum of 4 races during the season which count towards his or her home region points total per Section 9 above.
- E. Ties in the final Regional Championship points shall be resolved based on each driver's grand total of season points. If two or more drivers still remain tied, the driver with the most first place finishes among the 10 races used in determining the regional points total will be declared as the Regional Champion. If two or more drivers remain tied at that point, they shall be considered tied for the championship and be designated Regional Co-champions.
- F. Trophies/plaques will be awarded for 1st place Regional Champion in each class that meets the minimum participation requirements for a given region, so long as the winner has satisfied the minimum participation requirements.
- G. No driver may be awarded a Regional Championship in more than one region in any given class. This does not preclude a driver from winning a Regional Championship in one class in a region and another class in another region. If a driver finishes first in points in more than one region in a given class, his Regional Championship shall be first awarded in his BMW CCA region of record. If neither Regional Championship is in his home region, the region in which he earned the most points will be the title region. If the points totals are the same, then the region in which he started the most races will be the title region. And in the event that number is also identical in both regions, a flip of the coin will be used to select the title region.