

FAQ - Major rework – 2025 Club Racing Rules

Modified Section 5 now called - “Driver conduct, incidents, penalties and appeals (and protests)”:

1. Q: What has changed?

A: Sections of the earlier ruleset have been updated or eliminated, rounding up widely scattered information, merging and updating details and incorporating in a new section under the heading, “Driver conduct, incidents, penalties and appeals”.

2. Q: What motivated the changes?

A: In the ruleset before the changes, descriptions, processes/procedures, and penalty minimums were sometimes ambiguous and difficult to find. Those issues worked against our aim of being consistent in how we apply CR rules.

3. Q: With the changes, have Competition Stewards ended up with less discretion when assigning penalties?

A: To an extent, discretion can be the enemy of consistency, however, as no two situations are ever exactly alike, Competition Stewards can deviate from specified minimum penalties by documenting extenuating circumstances.

4. Q: I see that a probation penalty can still be appealed – why does that possibility not apply to a license suspension?

A: A license suspension is the most serious consequence of poor driver conduct and a decision to suspend a driver will now always require the new National Review Team to consider any recommendation to suspend a driver as made by an Event Competition Steward. And while suspension decisions may not be appealed, a request for reconsideration may be made should new supporting information become available.

5. Q: Why does the new section of the rules specify that some decisions need to be completed after the race weekend finishes?

A: There are two reasons; 1) We are working to apply the rules consistently and for the situations specified in the new rules section where confirmation by the National Review Team (NRT) is required, the team will help us achieve that objective, and 2) A driver’s penalty history can be an important part of penalty decision making and unfortunately, CR’s records are not easily accessible real-time at races by our event stewards (this is expected to improve in 2025 and the conditions for after-event reviews can be expected to evolve).

6. Q: I see that the appeal process is different, including elimination of the \$50 appeal fee – why has this been changed?

A: The earlier process was cumbersome and slow, and because the make-up of the appeal team changed each time the group was met, decisions were less consistent than desired. The new process should have a better pace, and decisions will be more consistent in the application of CR rules. Please also note that the NRT considering appeals will have the option to deny review of an appeal should the appellant not provide reasonable justification for making the appeal in the first place. (Please note – if the NRT encounters lots of trivial appeals, the appeal fee may be reinstated.)

7. Q: What is the new section about driver fitness about?

A: Racing safely requires adequate concentration and physical capability – this section has been added to provide a defined process for evaluation and decision making should a driver demonstrate ongoing difficulties.

Other significant changes for the 2025 ruleset:

1. Q: Will the new driver egress rule be part of compliance assessments?

A: Yes, though please expect these compliance evaluations to be done on an audit basis in 2025.

2. Q: Why is Forced Induction allowed in the Sport classes (using stock tune), while FI is now prohibited in Prepared?

A: For the Sport decision, we wanted to keep a path for low-cost entry to CR and with BMW not having built a normally aspirated car since 2011, stock FI tuned cars offer the only way forward. That same tunability of FI engines is not in the spirit of the Prepared class rules; BMWs with a prepared build level with Forced Induction are welcome in the PWR classes.

3. Q: What motivated CR to add a Spec class for the M235/240iR?

A: Drivers of these cars made the request, and the change is in alignment with our decision to prohibit FI cars in the Prepared classes.

4. Q: Why was the new rule allowing Mk60 ABS in Prepared allowing retrofit added, and why does it restrict the retrofit hardware/system to those supplied by BMW on E46 non-M cars?

A: IP drivers requested we consider the change to minimize situations where ABS ice mode is triggered. The hardware limitation reflects motivation to limit the cost of the retrofit and tunability.

5. Q: Why are power limits going to be implemented for C Mod and B Mod classes?

A: In a word, safety.

6. Q: I don't see anything about the change in Toyo tire requirements for Spec classes – was that missed?

A: SE36 rules will be updated shortly to reflect that the new Toyo R tire is the required tire for the class in 2025 (through June 30th either the RR or R version of the tire can be used). SE46 rules are not managed by CR – they are [here](#), with the expected SE46 tire requirement being the same as for SE36).