



# Castrol BMW Race Series

## Driver Newsletter 5 – December 2008

**Manfeild Meeting:** Thank you for the excellent response to our questions about a potential meeting at Manfeild next May. A total of 65 replies were received, including 49 of the 67 drivers who raced at Manfeild last month. Overall, 41 (63%) said they would like a sixth round, but only 36 said they would actually go. Using those results across our wider race group we have estimated there would be only 50 entries across both classes, well down on last month. Many of you have quoted money as being a deciding factor, and with that in mind, we have decided that we will not be going to Manfeild in May. Therefore our 2008/09 season will end at Pukekohe in late March, with the best 12 of 15 races being used for the championships.

**Race Grids:** We received a far lower response on the subject of race grids. Suggestions had been made for us to use Race 1 places to form Race 2 grids, rather than fastest lap times. However less than 10 of you were in favour of that, with a similar number saying the current system was preferred. Therefore, the Committee has decided that the current system will be used at least until the end of this season, at which time we will review it once more. It should also be pointed out that the final three races of the season (run by HRC) will use the new transponder timing system, thus eliminating any of the bogus lap times that we have seen from some of the manual systems used. PS: We will also ask HRC about separating the two E30 fields on the race programme so that you all have the opportunity of watching the other half race.

**Pukekohe Track Day:** A final reminder of the private track day being organised by Paul Mill on December 29<sup>th</sup>. There are still a few places available. please contact Paul on **021 654-315** or [paul@webbing.co.nz](mailto:paul@webbing.co.nz)

**Series Membership:** The application form for joining the BMW Race Series has been updated and was posted to the website two weeks ago. All future applications should be made using this form. In the meantime, we would ask all current drivers to download one of these forms and complete it before the next race meeting you enter, so that we have your latest contact details. It will also confirm your acceptance of the current rules of our series and will eliminate the need for additional raceday declarations.

**Technical – M40:** We have been made aware that there is more than one combination of piston & conrod available for M40 engines. However, only one was ever available in the E30, the other was in the later E36. For the avoidance of doubt, the following will apply for M40 engines in the E30 series:

**Conrod 11 24 1 727 239 and pistons 11 25 1 709 973-976 are acceptable.**

**Conrod 11 24 1 437 617 and pistons 11 25 1 739 301-304 and 376-377 are prohibited.**

The E30 regulations will be updated immediately to remove any possible confusion. At the same time, drivers should be cautious when purchasing a replacement engine to ensure that it is the correct model.

**Technical – Security Seals:** As advised previously, several cars have been chosen from each race meeting for dyno testing, at which time security seals are being fitted to major components. rocker cover, bell housing, differential, etc. The fitment of these seals required pre-drilling of cars, as per the guidelines posted on the BMW Race Series website: <http://www.bmwseries.co.nz/info/137.html>

Ultimately, the scrutineering team plans to fit the security tags to the whole field, starting at Pukekohe next month. Therefore **all E30's are required to be ready for tag fitment at their next BMW meeting**. All cars can expect to be checked for the pre-drilling. Non-compliant cars will be penalised, either by loss of qualifying times or a fine or both. If you have any questions, please ask.

**Technical – Hybrid Engines:** Many of you are already aware of a significant change coming up for the UK BMW Race Series in the UK. From next season, they will only allow engines that are a complete representation of a single engine type. ie No mixture of components from different engine types. In addition, pre-facelift cars must run the L-jetronic system, while facelift cars must run Motronic. We wish to give notice that a similar change will take place in the NZ series, but not until the start of the 2010/11 season, as we believe this sort of change cannot be made at short notice. Full details, including specific information on what engine types are acceptable, will be provided in due course. Closer to the time, the relativity between 318i and 320i will be reviewed again before we consider weight changes for either class. NB: In the meantime drivers are reminded that **removing ANY engine material is strictly forbidden** except where specifically allowed in the E30 regulations. In particular, no engine balancing is allowed!

**Barbecue:** On a lighter note, we are now entering the festive season, and the Committee sends its best wishes to you and your families. To belatedly celebrate the New Year, we are planning for a barbecue after Saturday racing at Pukekohe on Jan 24<sup>th</sup>. More details will follow in mid-January. **Merry Christmas!**