



Castrol BMW Race Series

Driver Newsletter 7 – February 2009

E30 Driver Delegate – Mike Ashton has decided to step down from this position, and the Committee thanks him for his valued input over the last season. With just one round to go, we will not be making an immediate replacement. Instead, we will call for nominations at or before our AGM, and a new delegate (who must be planning to race in the E30 class next season) will be selected at that time.

Race Meeting Protocol – At this time, we would like to confirm the correct channel for driver enquiries.

- a) Driving standards – any complaints against the actions of another driver should be made in writing to the BMW Series Manager (SM) or to the Clerk of the Course, who may refer the incident back to the series to handle. In either case, this must be done within 30 minutes of the posting of results of that race / qualifying session, as per the National Sporting Code from Motorsport Manual No. 34. The SM will have the power to make rulings on driver conduct, regardless of whether a written complaint has been received, and to apply sanctions such as, but not limited to a time penalty or disqualification. To assist this process, the SM will watch each race from the best possible vantage point, such as the race control room.
- b) Technical Issues – any complaints against the technical eligibility on another car during a meeting should be made in writing to the SM. For this purpose, the “meeting” shall run from the start of the central driver’s briefing (typically on Saturday morning) until the start of the BMW prize-giving process. Complaints made during this time will be evaluated by the SM, and if deemed appropriate, will be investigated by the SM and any other personnel he feels necessary to call on. Complaints made outside of meeting times will be referred to the Committee, and appropriate action taken.
- c) Other issues – any additional enquiries not related to technical issues or driver behaviour should be made in writing to the SM, who will assess each item, and if necessary, refer these items to the Committee for a ruling. Topics not relevant to THAT meeting will be considered at a later date.

Judicial Matters – The following judicial rulings have arisen from the last two race meetings

- a) Weight – the following cars were found to be under their minimum weight and have been excluded from the relevant race or qualifying session. Pukekohe: Cars 75 & 80 qualifying, Car 65 Race 1. Taupo Cars 42 & 66 qualifying, Car 90 race 3.
- b) Driver penalties – the following sanctions have been applied due to on-track incidents. Taupo: Car 69 disqualified Race 1A contact, Car 64 penalised 10 seconds Race 1A not following race line to maintain or gain a position, Cars 43 & 96 penalised 10 seconds Race 2 for jumped start, Car 39 disqualified Race 2 for contact, Car 20 penalised 10 seconds Race 3 for contact. One further complaint against Car 80 in Race 1 at Pukekohe is still under investigation.
- c) Miscellaneous – Car 20 excluded from Taupo qualifying due to technical breach. (fitment of brake bias control) Item was immediately removed and Car 20 completed the remainder of the meeting. On review, it would appear that this item has been fitted to the car all season, so Car 20 has been disqualified from all results relating to Rounds 1, 2 and 3. Furthermore, the Committee has decided that this long-term breach of the E30 regulations warrants a suspension, and as a result, Tim Trout will not be allowed to participate in the next round of the BMW Race Series. NB: No trophies awarded so far this season have been affected by this disqualification, though some minor place changes will occur in the middle of the E30 field. Revised results for all meetings will be posted on the website shortly.

Awards Dinner: We are proposing to have an end-of-season dinner to coincide with our AGM, most likely in May. The likely format would have the AGM on a Saturday afternoon, the dinner that night (where the season trophies and other awards are presented), and potentially a one-day non-competition race meeting on the Sunday. At this stage, we would welcome expressions of interest or suggestions from members.

Race Formats: We have received various suggestions in relation to the race format for each of our rounds, almost all of it relating to the E30 series. Some suggest more races using the “odds” and “even” format, some want more scratch races, some want more handicap or reverse-grid races. Those suggestions have all been taken on board and this topic (as usual) will be on the agenda for our AGM in May. In any case, no changes to the structure of our race meetings will take place before the start of next season.