

BMW Race Driver Series

Open Class Regulations 2022-2023

1. Objective: Objective of this class is to allow competitors freedom of engineering for their cars, while facilitating close racing. Competitors race in sub-classes, broken down into time brackets with breakout times set for each track. Regulations aim to provide a wide degree of freedom of builds, while also setting the goal to create fun, close racing.

2. Eligibility:

2.1 All drivers must have a MotorSport NZ C1 Grade licence, or higher.

2.2 All drivers must be a financial member of the BMW Race Driver Series, and have a current BMW Car Club NZ Membership.

3. Minimum Lap Times:

3.1 A minimum lap time has been set for ideal conditions at each circuit:

(a) **Group GT:** no minimum lap time

(b) **Group A:** minimum lap times as follows:

- **Pukekohe:** 1:09.300
- **Hampton Downs:** 1:09.300
- **Taupo:** 1:35.000
- **Manfeild:** 1:12.000

(c) **Group B:** minimum lap times as follows:

- **Pukekohe:** 1:13.000
- **Hampton Downs:** 1:13.000
- **Taupo:** 1:40.000
- **Manfeild:** 1:15.000

(d) **Group C:** minimum lap times as follows:

- **Pukekohe:** 1:17.300
- **Hampton Downs:** 1:17.300
- **Taupo:** 1:45.300
- **Manfeild:** 1:19.300

3.2 Cars going faster than these times in any Qualifying session or Race will be penalised as follows:

(a) For each lap faster by 0 –00.50 seconds in any one race, a penalty of 10 points will be deducted from your race points.

(b) For each lap faster by 00.51 – 1.000 seconds in any one race, a penalty of 15 points will be deducted from your race points.

(c) For each lap faster by 1.001 –2.000 seconds any one race, a penalty of 30 points will be deducted from your race points.

(d) For any lap faster by 2.000 seconds any one race, a penalty of disqualification from that race will apply.

3.3 Where there has been a material change to the layout of the track during the season, the committee may notify competitors of a new minimum lap time prior to the commencement of a meeting.

3.4 If a competitor breaks out of their class time three times in two races (in a single race meeting), they may be moved to the class above for the rest of the season.

4. Series Entry:

4.1 Entry into the Series can be made by visiting www.bmwseries.co.nz

(1) Full season entry is \$180.

(2) Per round entry is \$75

4.2 By entering the Series, all drivers agree with and shall abide to the Technical Regulations in Part Two of this document, and the BMW Race Driver Series "Culture Document"

4.3 The BMW Race Driver Series reserves the right to accept "guest" drivers from time-to-time. Such entries shall have no bearing on the points results.

5. Dates:

5.1 The following dates and venues have been organised for the 2022-2023 season, however may be subject to change due to circumstances beyond the BMW Race Driver Series' control.

Round	Dates	Venue	Club
1	24-25 September 2022	Hampton Downs	Historic Racing Club
2	22-23 October 2022	Manfeild	Manawatu Car Club
3	12-13 November 2022	Pukekohe	Historic Racing Club
4	13-15 January 2023	Taupo	Speedworks Motorsport Club
5	25-26 February 2023	Pukekohe	Historic Racing Club
6	18-19 March 2023	Hampton Downs	Historic Racing Club

6. Race Formats:

6.1

6.1 **Qualifying:** There will be one Qualifying session.

(a) If because of track closure / blockage, weather delays or other external influences, a valid time is not registered for at least 50% of the cars on track for the qualifying session, then all qualifying times will be set aside.

The grid for Race One shall be determined by the points finishing order from the previous round. However, this does not include individual cars that do not get a valid qualifying time because of their own mechanical failure or accident. These cars automatically go to the back of the grid.

Ranking for entrants who did not participate at the previous round will be determined by ballot.

(b) If it is the first race meeting of the season and because of track closure / blockage, weather delays or other external influences, a valid time is not registered for at least 50% of the cars on track for the qualifying session, then all qualifying times will be set aside.

The grid shall be determined by the points finishing order from the previous season's championship finish. However, this does not include individual cars that do not get a valid qualifying time because of their own mechanical failure or accident. Those cars automatically go to the back of the grid.

Ranking for entrants who did not participate in the previous season will be determined by ballot.

6.3 There shall be three races at each round.

(1) Race One: shall be a ten-lap scratch race (standing start).

(a) The grid for Race One will be set using the fastest to slowest results from qualifying followed by those without valid qualifying times.

Those without valid qualifying times shall be ordered by their points standing in the championship to date. If this is the first round and there are cars without a valid qualifying time they shall be ordered in the rear of the grid by ballot.

Cars that are entered and qualified, but unable to compete in the first race will have their grid place left blank.

(2) Race Two: shall be an eight-lap, handicap race

(a) The grid for Race Two will be set using "best of meeting" lap times from Qualifying and Race One.

(3) Race Three: shall be an eight-lap, handicap race

(a) The grid for Race Three will be set using "best of meeting" lap times from Qualifying and Race One, and Race Two.

6.3 In the absence of valid Qualifying or Race times for one or more cars, their times will be calculated using historical data. If no such data exists, then they will receive an assessed lap time, as determined by the BMW Race Driver Series Committee.

6.4 To discourage "foxing" in Qualifying, Race One and Race Two, drivers will be penalized for "breaking out" of their handicap lap time. If their lap time improves by more than 1.5%, they will receive a 10-point penalty for each break-out lap. To allow for changing track conditions across a meeting, usually because of the weather, this break-out will be measured against the average of the field.

6.5 Being classified as a finisher of each Race will be in accordance with Schedule Z, Article 15.

7. Points:

7.1 Each Open Class group is run as a separate competition, with points allocated to drivers based on the finishing position within each class.

7.2 10 bonus points will be awarded for the fastest legitimate lap in Qualifying, within each class. No bonus points will be awarded if the count-back system has been used to determine the Race One grid.

7.3 Points shall be allocated based on finishing position within each class, in each Race as follows:

Placing	Points	Placing	Points	Placing	Points
1st	200	15th	100	29th	60
2nd	185	16th	96	30th	58
3rd	173	17th	92	31st	56
4th	163	18th	89	32nd	54
5th	154	19th	86	33rd	52
6th	146	20th	83	34th	50
7th	139	21st	80	35th	48
8th	133	22nd	77	36th	46
9th	127	23rd	74	37th	44
10th	122	24th	71	38th	42
11th	117	25th	68	39th	40
12th	112	26th	66	40th	38
13th	108	27th	64	41st	37
14th	104	28th	62	42nd	36

7.4 Point scores from a competitor's two worst competed race results of the Series will be excluded from their final points tally at the end of the season.

- (1)** Races not competed in will not count as an exclusion unless the competitor at least entered that race meeting and completed the documentation process at the venue.

Should extenuating circumstances exist then the Committee, at its sole discretion, may select any race result as a drop. All other race results will be counted, including any non-scoring races.

- (2)** If because of a penalty a driver is penalised from one or more qualifying sessions, races, or even complete meetings, then none of those non-scoring races or qualifying sessions can be “dropped”. This applies in the case of both driver behavior issues and technical infringements and is irrespective of whether the penalty was applied by the meeting organizers, MotorSport Stewards or from within the BMW Race Driver Series.

7.5 Should a driver use more than one vehicle during the season, providing the vehicle they have changed to is eligible for the same Open Class group, points may be carried over.

8. Penalties: These shall be considered minimum possible penalties to be applied by the BMW Race Driver Series committee and are not limited to those written below. The BMW Race Driver Series Committee has the right to impose point penalties for any breaches of the technical regulations, these regulations or the Culture Document.

- a)** Failure to wear a FHR during qualifying or races: 200 point deduction.
- b)** Anyone found to have threatened or abused an official, volunteer, competitor, spectator or show behaviour (that in the eyes of the BMW Race Driver Series) bringing the race series into disrepute shall likely result in expulsion from the BMW Race Driver Series.

9. Awards/Trophies:

- 9.1** Round trophies and overall series trophies shall be awarded. However, if there are three or less competitors entered in any one group at a race meeting, only a first-place trophy will be awarded in that particular Open Class group.

BMW Race Driver Series

Open Class Championship Regulations

2022-2023

1. GENERAL

This class is intended to provide a series for BMW race cars to compete in as an alternative to the closely controlled technical regulations of the Dunlop BMW E30 and 2 Litre Championship classes. This Open Group is intended to include factory-built Group A cars, factory BMW MINI Challenge, 2 Litre SuperTourers, NZ Touring Cars, as well as other locally built rally or circuit cars. It is also intended to encourage the building of further BMW race cars by providing race meetings in which they can compete.

- a) The following regulations provide a basic outline of the technical requirements for cars running in the Open Class. **NB: Drivers planning to purchase or modify a car to race in the BMW Race Driver Series are strongly advised to contact the BMW Race Driver Series Committee via e-mail: bmwraceseries@hotmail.com for confirmation of the car's eligibility before committing to the modification/purchase.**
- b) The BMW Race Driver Series Committee and its appointed agents will be judge(s) of fact regarding general vehicle eligibility for the Series and regarding any specific technical details of those cars.
- c) Individual Committee Members cannot give you approval or authority. You must get it in writing from the Series."

2. SAFETY REQUIREMENTS

All vehicles are required to adhere to all current MotorSport New Zealand (MSNZ) regulations in Appendix Two – Safety (Schedule A) and Appendix Four - Races (Schedule Z). You can find the current MotorSport NZ manual online (<https://manual.motorsport.org.nz/>), including any amendments or subsequent versions issued by MSNZ.

REQUIRED SAFETY EQUIPMENT

- a) A MSNZ approved competition seat designed for use with a five-point or six-point harness with appropriate mountings must be fitted according to App Two, Sch A, Part 1, Article 4.7.
- b) A suitable MSNZ approved five-point or six-point harness mounted as detailed in App Two, Sch A, Article 4.4.
- c) A MSNZ approved handheld fire extinguisher is mandatory as per App Two, Sch A, Part 1, Article 4.8.
- d) A MSNZ approved multi-point roll cage compliant with App Two, Sch A, Part 2, Article 4.6 with side intrusion bars is mandatory. Alternative roll cages are acceptable provided they meet the following criteria:
 - i. The roll cage design, construction and installation must satisfy all MSNZ regulations.
 - ii. Triangulation between the roll cage front legs and front strut towers is permitted.

- iii. Safety cage padding must be fitted as required in Article 4.6 (6).
- e) Headlamps shall be covered with protective tape and comply with any current MSNZ requirements.
- f) Forward Head Restraints (FHR) are mandatory.
 - i. All occupants must wear an FHR during all practice, qualifying and races that are part of the BMW Race Driver Series. Failure to do so may result in a penalty or disqualification.
 - ii. FHR devices must be made to an approved standard and fitted and worn as per Appendix Two, Part 1, Article 4.2
- g) Towing eyes must be fitted in accordance with Appendix Two, Schedule A, Part One, Article 5.15.
- h) All vehicles must have a current MSNZ Logbook.

2. TECHNICAL / VEHICLE ELIGIBILITY

This class is generally open to **any model BMW car fitted with a BMW engine**. Factory built BMW Mini Challenge vehicles will also be allowed provided they run the same engine and drive-train specifications as originally built and competed.

Left or Right-hand drive vehicles are eligible including cars that have been converted.

2.1 ENGINES:

- a) Must be a production BMW cylinder block and head casting, all other components are free. Engine Capacity must have a minimum of 2300cc. The exceptions are vehicles applying under Section 3.6, those mentioned in the "General Description" (2 Litre SuperTourers, NZ Touring Cars) and BMW Mini Challenge cars. If you are not sure, please contact the BMW Race Driver Series.
- b) For normally aspirated models it is permissible to use a BMW engine transplanted from another model BMW, even if it has a larger or lower: displacement, number of cylinders and or valves.
- c) It is permissible to move the engine within the factory engine bay only. It is not permissible to remove, cut or modify the factory firewall/bulkhead in order to move the engine rearwards in the chassis, even for low-volume models covered under section 3.6

2.2 FORCED INDUCTION:

- a) Factory produced Turbo cars are permitted, to be considered Factory produced a Turbo/ Forced induction vehicle must meet all of the following criteria;
 - i. The car model must have been originally available as a Turbo-charged/ Forced Induction version. By definition, "model" means the body type, such as 2002, E21, E34, etc.
 - ii. The car is/was a low volume run by BMW specialist tuners Hartge, Alpina or Schnitzer
 - iii. The engine block must have the same number of cylinders as the original engine, but there is no restriction on capacity.
 - iv. The cylinder head from the original engine must be used. eg E92 must use N54 head.

- v. The number of turbochargers cannot be greater than the original model. ie One turbo can be used on a model that originally had two, but not the other way around.
- b) Non-Factory Turbo-charged / Forced induction cars will only be accepted at the discretion of the Committee. It is mandatory that entrants obtain clearance before building any forced induction cars

In all cases, a written application must be submitted with full details of the vehicle specifications. (Engine, transmission, differential, chassis, bodywork, brakes, suspension, etc) The car will be considered and either approved in full, approved with required modifications or rejected outright.

These cars MUST be BMW-powered - no exceptions will be made for cars that have engines from any other manufacturer.

- 2.3 **CHASSIS:** Original unit construction body shells must be used. No space-framed or semi space-framed cars will be allowed. The original floor-pan between the firewall and rear bulkhead (behind the rear seat) must remain as per the manufacturer's original specifications. Save for the fitment of the roll protection, pedal box or exhaust system, further modifications to this area of the floor-pan can only be made with the written permission of the BMW Race Driver Series Committee.
- 2.4 **BODYWORK:** Outer body panels may be replaced with items of a different design or material (including composites) to that used on the original. This includes the addition of front or rear spoilers, wings, splitters, wheel arch extensions and/or after-market body kits.
- 2.5 **DRIVE TRAIN:** Gearboxes are free in terms of manufacturer, number of gears, ratios or shift mechanism. Differentials are free.
- 2.6 **SUSPENSION:** So long as the original configuration is retained (eg McPherson strut, arm) the suspension is free in terms of design and materials used.
- 2.7 **BRAKES:** There is no restriction on type and materials.
- 2.8 **WHEELS:** Rim widths can be no more than 10 inches, but there are no other restrictions in terms of wheel diameter, materials or construction type.
- 2.9 **TYRES:** This is a free item so long as the safety and technical requirements of MSNZ and the meeting organisers are met.
- 2.10 **WEIGHT:** Typically, there will be no minimum weight for any cars competing in the class, unless this is stipulated as a condition of entry for a vehicle given discretionary entry under section 2.3.
- 2.11 **FUEL:** There are no restrictions on the fuel used so long as the safety and technical requirements of MSNZ and the meeting organisers are met.

3. **COMPETITION CATEGORIES**

The Open Class comprises four different race categories: Group GT, Group A, Group B, Group C running in one (1) grid.

Drivers must pre-register for Groups GT, Group A, Group B and Group C before the start of the race meeting. Cars must carry the appropriate signage for the class (see 4.2d below)

Cars / drivers not specifically registered for Group A, B, C will automatically be included in Group GT. Points will be awarded on the overall finishing place within **each individual class**, (see Open Class Race Format document for further details)

CLASS DEFINITIONS

Group GT: Being cars which are built to these technical regulations and wish to run without a breakout time, qualify for Group GT.

Group A: Being cars which are built to these technical regulations and wish to run within the Group A breakout times.

Group B: Being cars which have been built to these technical regulations and wish to run within the Group B breakout times.

Group C: Being cars which have been built to these technical regulations and wish to run within the Group C breakout times

4. VEHICLE LIVERY

4.1 Series Sponsor Decals: The following decals will be made available to registered entrants and must be fitted as supplied to all BMW Race Driver Series cars at all BMW Race Driver Series events. (See Appendix 1 for layout).

a) Sponsor Bonnet Decal (580 x 135mm) – Reserved for organiser use.

Centreline of bonnet, no more than 75 mm from BMW bonnet badge and oriented so that the writing is the correct way up, as viewed from in front of the car.

4.2 OTHER BMW RACE DRIVER SERIES SIGNAGE

- a) BMW Race Driver Series Number Box:** to be applied on the front door on both sides 40mm of the front edge of the door and split above and below the body molding.
- b) Windscreen Banner** – top of front windscreen, using a minimum 100mm of the supplied banner, including the BMW Race Driver Series logos, and up to the full height of the banner (approx 200mm).
- c) BMW Race Driver Series decal** – both sides on the front fender.
- d) Allocated Race Number:** Must be a solid black number and applied inside the number box with a minimum height of 280mm and minimum stroke of 50mm. The font must be Helvetica or similar. Must comply to MSNZ requirements (see Appendix Two, Schedule A, Part Two, Article 6.2).
- e) Driver Name:** The driver surname at a minimum must be applied on both rear side windows, closer to the lower edge with a minimum height of 80mm with a minimum stroke of 10mm, in white or fluorescent green/yellow in a Helvetica font or similar.
- f) Screen Numbers:** to be applied on both the front and rear screen in the passenger side upper corner, with a minimum height of 150mm and minimum stroke of 20mm in white, fluorescent yellow or green in a Helvetica font or similar. Must comply to MSNZ requirements (see Appendix Two, Schedule A, Part Two, Article 6.2).
- g) Novice Markings:** The FIA mandated novice sticker must be run in a visible location on the rear of the car. These will be supplied.
Regardless of previous experience in other classes, drivers who are new to the BMW Race Driver Series must display this sticker for the whole season.
Regardless of previous race experience in other classes, drivers who are new to the BMW Race Driver Series must display this Sticker for a whole season.
- h) Race Group Markings** – to assist with identification of the cars for weigh-in, and for commentary purposes, Group GT, A, B and C cars will carry a single or Double letter to confirm the race group each car is competing in. (see Section 4) The letters will be in black on a fluorescent coloured background, applied to each rear side window in such a position that it is distinguishable from the driver name and to the rear screen directly below the race number and novice stripes (if applicable). The letters, to be supplied by the BMW Race Driver Series, will be as follows:

- GT** = Group GT
- A** = Group A
- B** = Group B
- C** = Group C

4.3 PERSONAL SIGNAGE

The following restrictions apply to any personal signage or sponsorship carried on cars competing in the BMW Race Driver Series:

- a) **Front Screen** – This is reserved exclusively for the BMW Race Driver Series sponsor and apart from race numbers, no other signage can be carried on the front screen.
- b) **Rear Screen** – Personal advertising may be fitted to the rear screen so long as it complies with MSNZ regulations.
- c) **Number Boxes** – No signage at all shall be fitted to the front doors in the area immediately above or below the official race number box, or within 50mm either side of the box. It is permissible however to carry personal signage anywhere on the sills provide it complies with all other regulations regarding signage.
- d) **Competitive Signage** – No signage for any brands that compete with any of the series sponsors can be carried on the front section of the car - defined as being all panels “forward of a line through the rear edge of the number boxes on each door”. The current BMW Race Driver Series sponsors include: **Dunlop, Racer Products, King Springs and Koni**. BMW Race Driver Series Committee decisions on any conflicting advertising are final, as are any decisions to introduce new and/or additional series sponsors.