

BMW Race Driver Series

Endurance Series Format

GT A, GT B, GT C , 2 Litre, Dunlop E30 and E46 Spec Classes.

2022-2023

The BMW Race Driver Series Endurance series is a separate Endurance format championship that will consist of a minimum of 2 Championship rounds. Each round will include a minimum of One Qualifying session and One 1 Hour race.

1. Qualifying: This will consist of up to 2 Qualifying sessions for the BMW Endurance Championship at times determined by the event organisers. If you are competing in a two-driver team, each driver must do a minimum of one timed lap in Qualifying to qualify for a starting grid position.

- a) If, because of track closure / blockage, weather delays or other external influence, 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. 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.
- b) Competitors who have not competed in any BMW Race Driver Series race previously may be required to start from the back of the grid at the discretion of the Series Co-ordinator.

2. Race – Scratch Race 1 Hour

- 2.1 The Grid is based on the Qualifying times defined above from fastest to slowest.
- 2.2 In the absence of valid Qualifying times, the following methods will be used to calculate the Qualifying order:
 - a) The cars will be Qualified in the order their total points scored to date in the current championship season, regardless of which class they are competing in.
 - b) If they are in their first meeting of the season, they will be ranked in the order that they finished the previous championship season.
 - c) Any drivers unable to be separated by “a” or “b” above, they shall start from the back of the grid. If there are multiple cars these positions shall be determined by ballot.
- 2.3 **Start Procedure:** The one-hour race start will be a **Rolling Start**, run in accordance with Sch Z - 8.3.
- 2.4 Finishers earn full points within as per the attached table in Section 9.
- 2.5 Where cars are entered and Qualified, but unable to compete in the Scratch race, their grid-position will be left blank.

3. Series Structure: comprises of the following classes:

- **2 Litre:** For cars that are built to the 2 Litre Technical Regulations.
- **Dunlop E30:** For cars that are built to the E30 Technical Regulations.
- **E46 Spec:** For cars that are built to the E46 Technical Regulations.
- **Group GT C:** For cars that are 2290cc to 2996cc and built to the Open Class Technical Regulations.
- **Group GT B:** For cars that are 2997cc to 3997cc and built to the Open Class Technical Regulations.
- **Group GT A:** For cars that are 3998cc and over and built to the Open Class Technical Regulations

Note: Engine capacity equivalence factors will be applied as follows:

- Forced induction x 1.7
- Engines with ITB's (independent Throttle Body's) x1.1
- Diesel forced induction x 1.5

- 3.1** Only top three overall season trophies will be awarded.
- 3.2** Between two and four scheduled one-hour race meetings, each with a point-scoring one-hour race.
- 3.3** **Change of Car:** Should a driver use more than one vehicle during the season, providing the vehicle they have changed to is eligible for that same class, points may be carried over. If changing vehicles means changing to another class, this will be treated as a separate entry.
- 3.4** Entries may include a secondary driver with the primary driver. Points are allocated to the primary driver and their Series vehicle. Each primary driver may have more than one secondary driver during the season.
- 3.5** Team personnel are encouraged to participate in the Compulsory Pit Stop (CPS).
- 3.6** Refuelling is permitted for all classes.
- 3.7** Tyre changes are permitted for all classes. It is permitted to use the vehicle's in-board lifting system.

NB: These rules are designed to promote safety and awareness in pit-lane and to encourage team participation. These rules are not intended as performance handicaps or restraint. The personal safety of competitors, team personnel, officials and spectators are paramount.

4. Grid Assembly

- 4.1** Vehicles will assemble on the **Starting Grid**, as follows:
- a)** One formation lap commences on exiting pit-lane. Vehicles must come to a complete stop in grid order before the start/finish line. Vehicle support personnel access to the starting grid may be closed at this time.
 - b)** On a given signal the Safety Car will lead vehicles away from the starting grid for a partial warm-up lap into the Rolling Start procedure.
 - c)** Late starters will be released from pit-lane after the Rolling Start procedure is complete, per Sch Z – 8.6.

5. Pit-Stops

- 5.1** **One (1) dedicated Car Controller** is required per vehicle as a minimum. Their sole function is to ensure that each vehicle is *released* safely from the pit bay into the fast (40Km/h) zone of pit-lane for any, and all, pit-stops made by the vehicle they are assigned to during the one-hour race. Each Car Controller may be assigned to multiple vehicles. Should two or more vehicles enter pit-lane simultaneously, drivers may stack vehicles behind one another to wait for their dedicated Car Controller to perform a safe release for each vehicle – one after the other. The initial Driver **may not** fulfil the role of dedicated Car Controller. **Emphasis is placed on safe vehicle release.**
- 5.2** On controlled release from the pit-bay the driver must give way to vehicles already wholly in the fast-lane, reaching the 40Km/h zone of pit-lane within two pit-bay lengths of departure. Over-use of the slow (15Km/h) zone poses unnecessary danger to Officials and Team personnel.

6. Compulsory Pit Stop (CPS)

- 6.1** During the one-hour race, a minimum of one (1) pit stop must be made by each competing vehicle. This pit stop must be made between **twenty (20) and forty (40) minutes** of the race duration and is not permitted under Red Flag conditions, **Pit stops are permitted when the race is controlled by the safety car.**
- 6.2** You must cross the pit lane entry line no sooner than the **20th minute** and no later than the **40th minute**.
- 6.2.1** Pit stops outside of this CPS window attract a 50-point penalty unless Discretionary Pit Stop (DPS) criteria are met.
- 6.3** During a Compulsory Pit Stop (CPS), either:
- a)** For a dual-driver teams, a driver change is to be made, or
 - b)** For single-driver entries, the driver must exit the car completely and then may re-enter the vehicle.
- 6.4** **The Vehicle must come to a complete stop prior to the driver's safety harness being unfastened. The Vehicle may not leave the pit bay until the safety harness has been fully refastened.**
- 6.5** **The attachment of elastic retractors or cords on the shoulder harness straps for use during a driver change is prohibited.**
- 6.6** Failure to perform the Compulsory Pit Stop (CPS) shall result in race **disqualification**.
- 6.7** Pit stops must occur in a pit-bay within the designated zone. Pit stops are not permitted in either the slow (15Km/h) or fast (40Km/h) zones of pit-lane.

7. Discretionary Pit Stop (DPS)

- 7.1** During the one-hour race, Discretionary Pit Stops (DPS) may occur:
- a)** between **zero (0) and sixty (60) minutes** of the race duration; and,
 - b)** in addition to one Compulsory Pit Stop (CPS).
- 7.2** Pit stops must occur in a pit-bay within the designated zone. Pit stops are not permitted in either the slow (15Km/h) or fast (40Km/h) zones of pit-lane.

8. Refuelling

Please refer to the MotorSport New Zealand Guidelines on refuelling for detailed regulations and requirements, the key points to note are:

- 8.1 One (1) dedicated Refueller and one (1) separate dedicated Fire Extinguisher Operator** with two (2) 9Kg dry chemical fire extinguishers in the pit bay are required as a minimum where refuelling is intended.
- a)** During the refuelling process the vehicle's engine must be switched off, with no other work performed on the vehicle, unless fuelling equipment is fitted with a dry-break spout/nozzle.
 - b)** Any fuel spilt during the refuelling process must be completely soaked up before the vehicle's engine can be switched on. It is encouraged to push the car forward from the fuel spill to aid in the clean-up and that fuel-soaked materials be disposed responsibly at a safe distance from pit-lane.
 - c)** Fire extinguisher trigger-safety pins may be left intact, but their removal shall not be impeded in any way.

Fuel systems, refuelling equipment, extinguishers and safety apparel are subject to Safety Audits per Schedule Z, Article 4.2.

- d) Those involved in the refuelling /defueling should understand and follow the MSNZ Code of Practice – Fuel.

9. Series Points: to be awarded to the finishers in each class.

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

NB: Being classified as a finisher will be in accordance with Schedule Z, Article 15.

9.2 Points Ties:

In the event that two (2) or more Competitors in the top 3 positions in the Series are equal on points at the conclusion of the Series (i.e. a tie), the Competitor awarded the higher position shall be determined using the following method:

- The greater number of first placings obtained and progressing down the finishing positions in all rounds counting for the Series. If an equal result is still obtained, then;
- The greater number of pole position qualifying positions obtained and progressing down the qualifying positions in all the qualifying sessions for all rounds counting for the Series. If an equal result is still obtained, then;
- The number of the single fastest lap achieved in each race and progressing down the fastest laps in each race in all rounds counting for the series. If an equal result is still obtained, then;
- The race series, at their sole discretion, shall determine the winner, or may declare those still tied to be equal winners.

10. Penalties

These are not limited to those written below.

These shall be considered minimum possible penalties to be applied by the race series committee.

- a) Not completing the compulsory pit stop: - DSQ
- b) Not completing the compulsory pit stop during the compulsory pit stop window: - 50 Points
- c) Single Entries - Driver not completely exiting the car during the CPS: - 50 Points
- d) Tyres found in a condition outside of the rules: - 25 points per tyre
- e) Car not presented for weigh-in after Qualifying or Races: 100 Points and possible disqualification
- f) Under the Minimum Weight for your class: -25 points for each 5 Kilograms
- g) Failure to wear a FHR During Qualifying or races: -200 points
- h) Anyone found to have threatened or abused an official, competitor, spectator or show behaviour (that in the eyes of the races series) bringing the race series into disrepute shall likely result in expulsion from the race series.