

# BMW

RACE DRIVER SERIES



# OPEN CLASS REGULATIONS

# BMW Race Driver Series

## Open Class Regulations

2024-2025

### **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** Entry to the BMW Race Driver Series is by invitation only, at the discretion of the Committee.

**2.1.1** Competitors are only permitted to enter their vehicle into one class within the BMW Race Driver Series; however, the same car may be shared by two different drivers.

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

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

**2.4** Presentation of cars must be to a high standard and the organizers reserve the right to refuse entry to cars deemed not up to standard. This requirement also applies to vehicles previously accepted for the BMW Race Driver Series where their condition has deteriorated to the point where this is not of an acceptable standard.

### **3. Classes and Minimum Lap Times:**

**3.1** The Open Class comprises four different race categories: Group GT, Group A, Group B, Group C running within one grid.

**3.2** Drivers must pre-register for Groups GT, Group A, Group B and Group C prior to the start of the race meeting. Cars / drivers not specifically registered for Group A, B, C will automatically be included in Group GT.

**3.3** In order to be eligible to compete in a designated class, the competitor must qualify, or have previously qualified in the vehicle entered, with a time within the permitted lap time limits (in dry conditions) stipulated in Article 3.3.1 below. To clarify, a competitor cannot enter a Class without the ability to compete within the lap times applicable to that class.



### 3.3.1

	Slowest	Fastest	Break-out
<b>Group GT</b>			
Hampton Downs	01:09.300	-	-
Manfeild	01:12.000	-	-
Taupo	01:35.000	-	-
<b>Group A</b>			
Hampton Downs	01:13.000	01:09.300	01:09.300
Manfeild	01:15.000	01:12.000	01:12.000
Taupo	01:40.000	01:35.000	01:35.000
<b>Group B</b>			
Hampton Downs	01:17.300	01:13.000	01:13.000
Manfeild	01:19.300	01:15.000	01:15.000
Taupo	01:45.300	01:40.000	01:40.000
<b>Group C</b>			
Hampton Downs	-	01:17.300	01:17.300
Manfeild	-	01:19.300	01:19.300
Taupo	-	01:45.300	01:45.300

**3.4** A minimum lap time (break-out) has been set for ideal conditions at each circuit as stipulated in Article 3.3.1 above.

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

- (a) For each lap faster by 0 – 00.500 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.

**3.6** 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.

**3.7** 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.bmwraceseries.co.nz](http://www.bmwraceseries.co.nz)

**(1)** Full season entry is \$200, or

**(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 2023-2024 season, however may be subject to change due to circumstances beyond the BMW Race Driver Series’ control.

<b>Round</b>	<b>Dates</b>	<b>Venue</b>	<b>Club</b>
<b>1</b>	21-22 September 2024	Hampton Downs	NZIGP Inc
<b>2</b>	18-20 October 2024	Manfeild	Manawatu Car Club
<b>3</b>	23-24 November 2024	Hampton Downs	NZIGP Inc
<b>4</b>	4-5 January 2025	Taupo	NZIGP Inc
<b>5</b>	22 February 2025	Hampton Downs	TACCOC Inc
<b>6</b>	29-30 March 2025	Taupo	NZIGP Inc

#### **6. Race Formats:**

**6.1** The Group C class will be combined with the 2 Litre Class. The Group GT, A and B Class will be combined within their own grid.

**6.2 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% per lap, they will be penalised according to the table below for each breakout lap.

Lap	Penalty	Lap	Penalty
1st Lap	-10	5th Lap	-50
2nd Lap	-20	6th Lap	-60
3rd Lap	-30	7th Lap	-70
4th Lap	-40	8th Lap	-80

For the avoidance of doubt a breakout in the first three laps will result in a penalty of -60 points.

**6.4.1** If a competitor experiences a mechanical failure or other such issue resulting in an unrepresentative lap time, they may nominate a more accurate lap time. The nomination must be submitted in writing (text or email) to the series coordinator within one hour after the race concludes.

**6.5** Being classified as a finisher of each Race will be in accordance with Schedule Z, Article 11.3.

## 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 Points will be awarded to each Driver based on their overall qualifying result within each Class, at each Round, as follows:

Placing	Points	Placing	Points	Placing	Points	Placing	Points
1st	40	6th	28	11th	18	16th	8
2nd	37	7th	26	12th	16	17th	6
3rd	34	8th	24	13th	14	18th	4
4th	32	9th	22	14th	12	19th	2
5th	30	10th	20	15th	10	20th and lower	0

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 MotorSport NZ Officials, 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.

<u>Item</u>	<u>Penalty</u>
Livery/Decals incorrect or missing	25 point deduction per item

Anyone found to have threatened or abused an official, volunteer, competitor, or spectator, or to have shown behaviour that, in the eyes of the BMW Race Driver Series, brings the race series into disrepute, will likely face 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 Technical Regulations (Part Two)

### 2024-2025

#### **1. GENERAL:**

**1.1** 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 E46 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, NEXEN Tyre E46 Class Cars (Group C class only) 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.

**1.2** The following regulations provide a basic outline of the technical requirements for cars running in the Open Class.

**Note:** 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](mailto:bmwraceseries@hotmail.com) for confirmation of the car's eligibility before committing to the modification/purchase.

**1.3** 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. Individual Committee Members cannot give you approval or authority. This must be provided 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.

##### **2.1 All vehicles must have:**

- (a)** A current MotorSport NZ Logbook.
- (b)** 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.
- (c)** A suitable MSNZ approved five-point or six-point harness mounted as detailed in App Two, Sch A, Article 4.4.
- (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 (if installed) covered with protective tape and comply with any current MSNZ requirements.
- (f) Towing eyes fitted in accordance with Appendix Two, Schedule A, Part One, Article 5.15.
- (g) A MSNZ approved handheld fire extinguisher as per App Two, Sch A, Part One, Article 4.8.

## 2.2 Frontal Head Restraints (FHR) are mandatory.

- (a) FHR devices must be made to an approved standard and fitted and worn as per Appendix Two, Part One, Article 4.2.
- (b) 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.

## 3. TECHNICAL / VEHICLE ELIGIBILITY

**3.1** 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.

### 3.2 ENGINES:

(a) Must be a production BMW cylinder block and head casting, all other components are free. Engine Capacity must be a minimum of 2300cc. The exceptions are vehicles mentioned in the "General Description" (2 Litre SuperTourers, NZ Touring Cars, NEXEN Tyre E46 Class Cars) and BMW Mini Challenge cars. Other vehicles below 2300cc may be accepted at the discretion of the Committee. Applicants must be able to achieve a lap time quicker than the Open C breakout time (in ideal conditions).

If you are unsure, 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.

### 3.2 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. or the car is/was a low volume run by BMW specialist tuners Hartge, Alpina or Schnitzer
  - (ii) The engine block must have the same number of cylinders as the original engine, but there is no restriction on capacity.

- (iii) The cylinder head from the original engine must be used. eg E92 must use N54 head.
- (iv) 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.

- 3.3 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:** For all classes excluding Open GT, 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. VEHICLE LIVERY**

- 3.1** All decals shall be applied in accordance with the graphic in Appendix One.

- 3.2** The following **supplied** decals are **mandatory** and shall be fitted as supplied to all race cars at all BMW Race Driver Series Rounds.
- (a) Pacific Resort Decal**  
Applied to both front guards in accordance with Appendix One.
  - (b) Class (Group) Decal:** to be fitted to both rear side windows, as well as the front and rear windscreens, as illustrated. The BMW Race Driver Series Committee may allow variances at their discretion.
  - (c) Novice Sticker:** Must be run in a visible location on the rear of the car. Regardless of previous race experience in other classes, drivers who are new to the BMW Open Class must carry this sticker for a minimum of three full BMWRDS rounds.
- 3.3** The following decals are to be **supplied by the competitor** and are mandatory. These must be fitted to all race cars at all BMW Race Driver Series Rounds.
- (a) BMW Race Driver Series Windscreen Banner**  
Using a minimum 100mm of the banner and up to the full width of the banner.  
  
***Note:** To provide sun shading, additional material may be added below the windscreen banner, to a maximum total depth of 200mm at any point, including the windscreen banner. This additional material shall be a single solid colour in black or plain colour.*
  - (b) Race Numbers**
    - (i)** Must be on both sides of the vehicle and printed onto or included inside the number box. Minimum of 280mm high, stroke of 50mm, solid black on a white background. Font shall be Helvetica, or similar. Shall be located within 40mm of the front of the door panel, and;
    - (ii)** Must be on both front and rear screens, on the upper corner of the passenger side. Minimum of 150mm high, 20mm stroke, in Helvetica or similar font. Numbers should be white. The current championship leader at the start of the round may elect to use fluoro yellow instead for the duration of the round.
  - (c) Driver Name**  
The driver surname at a minimum must be shown on both rear side windows, close to lower edge, minimum of 80mm high, 10mm stroke, white or fluoro yellow/green in Helvetica or similar font.
- 3.4 Personal Signage:**  
The following restrictions apply to any personal signage or sponsorship carried on race cars at all BMW Race Driver Series Rounds.
- (a) Front Screen:** This area is reserved exclusively for the series sponsor and apart from screen 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 App Two, Schedule A, Part 1, Article 5.11 (a) of the MSNZ Manual and to Warrant of Fitness regulations (if applicable).

- (c) **Number Boxes:** No personal signage is to 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.

**Note:** *The front section of the car is defined as being all panels “forward of a line through the rear edge of the number boxes on each door”.*

*The Committees decisions on any conflicting advertising are final, as are any decisions to introduce new/additional series sponsors.*



# DECAL PLACEMENT

