

2025 Annual General Meeting

Consideration of Remits



OPEN CLASS REMITS:

Note: Remits one and two are to be read and discussed in conjunction with one another

REMIT ONE:

Class: Open GT, A, and B

Subject: Full points for qualifying

Name: Matt Henney

Purpose/Objective: This will act as an incentive to all competitors to get on the pace early in the weekend & not find 1-2 seconds during the handicap races. Creating more racing across all races.

Background / Rationale: Currently the points for qualifying are minimal compared to race points and act as no advantage to the competitor who puts themselves on pole, or the top 3 for that matter. This in return gives them a good starting point for Race 1, But places them at the rear of their respective class for race 2 & 3 (Handicap races).

Within the current rules you are able to progress approximately 1 second in each of the handicap races from your fastest lap time currently (2 seconds across the two races). This acts as an advantage to any competitor who wants to place mid field for qualifying & Race 1, & in return start the handicap races towards the front. If said competitor then progresses their lap time by 1 second each lap the competitors on the flag drops behind stand no chance mathematically to catch them.

Currently with minimal points for qualifying, Full points for Race 1 (Scratch Race) & Full points for race 2 & 3(handicap races) The current format is geared for slower cars. Full points for qualifying will make this an even opportunity for all.

If a competitor is able to complete a lap time of a 1:13.000 (Example - B Class breakout) They can strategically qualify at a 1:15 & race to that number during race 1. Race 2 they are able to progress to a 1:14.000, & Race 3 to a 1:13.00. This in return allows the competitor to start the handicap races ahead of their competition. When the competitor then progresses 1 second every lap there is no chance for the competitors on the flag drops behind to make any gain as they now have the flag drop advantage as well as improving on their lap time from their set handicap time.

Benefits/Expected Outcomes: This will encourage all competitors to get onto the pace early in the weekend. This allows for even points opportunities for the faster competitors (Q & R1) and even points opportunities for the slower competitors (R2 & R3).

This will also group competitors into their correct flag drops for the handicap races. Faster competitors will then be going off on their flag drop with similar speed competitors & not be on the same drop as a competitor 1-2 seconds slower. This will also allow the slower competitors to be able to have more podium opportunities in the handicap races as the faster competitors will be racing amongst themselves from the start of the handicap race and may not make up as many positions during the race.

Committee View: The committee would like to open this to the floor for discussion.

REMIT TWO:

Class: Open GT, A, and B

Subject: Adjusting qualifying championship points for Open Class

Name: Frank May

Purpose/Objective: Purpose is to adjust the amount of championship points awarded for qualifying to match the amount given for a race result. The aim of this is to balance the incentives of drivers looking to score points for championship better between driving as fast as possible for points, with positioning themselves for reverse grid races.

Background / Rationale: "As it currently stands, there is a 2:1 ratio between reverse and scratch races, with equal points awarded for all and a small amount awarded to qualifying.

This means that drivers are better-off qualifying at their & minimum race pace; rather than at their true one-lap peak to minimise their handicap for the 2 reverse grids, while having a net lower loss on their positioning for the scratch

(A) because there is less races

(B) the points awarded for qualifying are negatable). With the 1.5% tolerance for breakout being a substantial amount of time (~2sec for Taupo) in which to drivers can operate in.

Benefits/Expected Outcomes: By awarding full points for qualifying, it rebalances the ratio to 1:1 for points incentives for driving as fast as possible vs minimising handicap, leading to a more competitive qualifying than we currently see.

It also will have no impact on the whole point of reverse grids - to give the opportunity for someone who otherwise would never win a race to. The changes only affect the competitors who are looking to compete for the overall championship across all of the rounds.

Committee View: The committee would like to open this to the floor for discussion.

2 LITRE CLASS REMITS:

Note: *Remits three and four are to be read and discussed in conjunction with one another*

REMIT THREE:

Class: 2 Litre Class

Subject: 2 Litre Class Gearboxes

Name: Shane Geddes

Purpose/Objective: Rewrite rule 3.7 (Driveline) to reflect current accepted status.

Background / Rationale: Current rule is unclear/could be read both ways. This remit is to align the rules with the current status quo of cars running in the 2lt class.

Benefits/Expected Outcomes: Rule 3.7 is rewritten as follows:

Drivetrain: Gearboxes are free in terms of make, gears and ratios, however gearboxes with a sequential shift type mechanism are not eligible within this class. Differentials are free.

Committee View: *The committee would like to open this to the floor for discussion.*

REMIT FOUR:

Class: 2 Litre Class

Subject: 2L class gearbox regulation (Article 3.7)

Name: Andrew Klava

Purpose/Objective:

1. To clarify regulations regarding permitted gearbox type
2. Recommend regulation to state gearbox and internals to be standard BMW OEM or equivalent with gear ratios being free.

Background / Rationale: Reduce confusion regarding interpretation of gearbox technical regs.

Interpretation should bear in mind that gearbox refers to the complete drivetrain unit, casing to the outer shell and internals to the drive gears/shafts/bearing and shift mechanisms.

Proposal it to clarify which components sit within OEM requirements and specify helical gears.

The current rule interpretations have led to a significant discrepancy in overall performance and lap times such that some recent new lap records are becoming untouchable without non helical gearbox setups.

Benefits/Expected Outcomes: Whilst I do not object to the principle of h pattern dog/straight cut gearboxes, the clear performance advantage they offer needs to be clarified within the current technical regulations, as either permitted or not.

Consideration should therefore be given to either;

1. Ruling that such gearbox cannot be used,
2. Ruling that vehicle so equipped must enter an appropriate Open category class, or,
3. Allow open use of such gearboxes within the 2L class.

Note should however be made of the cost implications for teams/drivers within the class to maintain a competitive nature within the 2L series. The series currently offers considerable leniency on powertrain, suspension and chassis development and restriction. Opening the regulations further to gearboxes will no doubt create potentially more cost, which may deter some current or potential future competitors from entering the series.

Committee View: The committee would like to open this to the floor for discussion.

NEXEN TYRE E46 CLASS REMITS:

Note: *Remits five and six are to be read and discussed in conjunction with one another.*

REMIT FIVE:

Class: NEXEN Tyre E46 Class

Subject: E46 Class

Name: Kooter Motorsport

Purpose/Objective: That we can go to 4.5°- camber on the front of the class cars to help with the outer shoulder.

Background / Rationale: Tyres last longer from the testing I've done in the car at Manfeild.

Benefits/Expected Outcomes: Tyres lasting longer

Committee View: *Committee view to remain as is, however open to the floor for discussion.*

REMIT SIX:

Class: NEXEN Tyre E46 Class

Subject: Upping the max Camber specs

Name: Nick Mitchell

Purpose/Objective: Allow the maximum camber to be raised on the front and rear.

Background / Rationale: I believe the current tyre wear on the Nexen tyre could be reduced if we allow the max camber specs to be adjusted to -4.0deg front and -3.5deg rear.

With the amount of laps a tyre would do at Hampton Downs for example, the outside edge of the left side tyres gets worked over a lot. The tyre does 'roll over' on itself a lot with the way the suspension works.

Benefits/Expected Outcomes: Extended tyre life. Would allow tyres to be rotated/moved round the car more if the wear was more even.

With the FA shock package vs the Koni may be an issue if the Koni cannot get within those specs. But I believe that nearly every car is running the FA package anyway.

Committee View: *Committee view to remain as is, however open to the floor for discussion.*

REMIT SEVEN:

Class: NEXEN Tyre E46 Class

Subject: E46 Judicial Cameras

Name: Raewyn Burke

Purpose/Objective: To introduce mandatory Judicial Cameras in all E46 class cars to support fair and efficient incident reviews.

Background / Rationale: It has been recommended in the past that the E46 class at a minimum, implement mandatory judicial in-car cameras. The E46 class sees close, competitive racing, which can lead to on-track incidents and disputes. Currently, officials rely on limited evidence when reviewing incidents. Judicial Cameras would provide consistent, in-car footage to support clearer and fairer decision-making.

Benefits/Expected Outcomes: This will provide two sides to each story, and hopefully reduce disputes. This aligns with practices in other one-make, controlled classes and series.

Additional Comments: This could be included in other classes. It would be great to see who currently uses in-car cameras in each class, as I would expect the expense wouldn't be too onerous as most would already have them.

Committee View: Committee strongly recommend compulsory cameras.

REMIT EIGHT:

Class: NEXEN Tyre E46 Class

Subject: E46 class garaging

Name: John Boswell

Purpose/Objective: Having all the series competitors pitted together. having the series sponsors signs and flag up on the gazebos/tents. when people are walking around spectating or window shopping for what they want to race it's hard to see the series cars and understand they are one class.

Background / Rationale: "when you see the NZ Utes or central muscle cars or rx8 classes all pitted together it's obvious that they are all on class. At the moment we pit in garages, in amongst other BMW classes, sometimes completely separate.

Benefits/Expected Outcomes: "my experience, it also brings the competitors closer together because they are 'all under one roof'. drivers get together after the race, mechanics(dads) help each other out the camaraderie is epic.

It looks a lot more professional and could potentially draw more people into the class. few options,

1. Pit together with gazebos.
2. All pit in garages and book them in advance.
3. Work with a marquee supplier to erect etc. marquees at each round

Committee View: The committee would like to open this to the floor for discussion.

REMIT NINE:

Class: NEXEN Tyre E46 Class

Subject: Differential

Name: John Boswell

Purpose/Objective: Control Parts' availability.

Currently the rule 7.3 is relatively open. however, the use of parts from a model of an X5 and a 188 diff case from an e46 are being modified to be stronger/more reliable.

The information about what parts are needed and where they can be found lye with 1 person who has and understandably so some IP attached that may not want leaked.

This makes these Diffs impossible to supply to the category and while they may not have any locking and are the same ratio, they can definitely take more of a beating that a standard 168 diff thus providing an advantage to those that have access.

Background / Rationale: I believe as a tech regulated series the parts that are allowed to be run should be available to series cars and competitors can choose if they want to buy those parts or not. as it stands this is not the case. even if you wanted to buy one, you probably cannot.

It's also very confusing as a new entrant or someone building a car what you have and what you can't have and who you need to speak to, to try and get these parts.

Benefits/Expected Outcomes: I have spoken to Shane about this previously.

I would like to see the part numbers of the diff case and the part numbers of the x5 diff assembly that are being used so that I can source these parts from overseas and supply them to the club. the club can then supply the parts to the diff builder and competitors can buy complete/service exchange units from the club.

If these are too rare to find then the question needs to be asked, what's next.

Committee View: The Committee will provide a statement on this matter at the AGM.

REMIT TEN:

Class: NEXEN Tyre E46 Class

Subject: Vehicle weighing

Name: Nick Mitchell

Purpose/Objective: Drivers/teams to be notified before each race of who needs to be scaled.

All cars post Qually. Top 5 after each race. 2 or 3 randoms each race. to be notified on the dummy grid before rolling out.

Background / Rationale: To help teams and keep the work load down for all involved.

Benefits/Expected Outcomes: Putting this process in place would clear up a lot of questions and running up and down the paddock.

Would allow cars to return to their pit garage or tent without touring the paddock unnecessarily.

Additional Comments: This was applied at Round 5 this year at Hampton and worked well.

Committee View: *The Committee are not in favour of advising cars on the dummy grid before a race. Committee will speak to why the current method is used and options for next season.*

REMIT ELEVEN:

Class: NEXEN Tyre E46 Class

Subject: Rolling of the guard lips

Name: Nick Mitchell

Purpose/Objective: To allow the guard lip or edge to be folded over, would allow a little more tyre clearance and would allow less repairs/work when building or buying donor cars/parts.

Background / Rationale: When buying E46 shells and parts. sometimes you'll come across a car that has already had the guard edge rolled or clearance. Already I feel that E46 cars and parts are rising in cost in NZ.

Benefits/Expected Outcomes: Allows for less labour and costs when building and maintaining a car. Will give that little extra clearance on wheels and tyres. Wheel track would stay the same. a rule could be applied that NO wheel spacers are to be used on the rear. Wheel offset is already locked in.

Committee View: *The Technical Advisory Working Group will provide a technical classification for next season and will speak to this.*

REMIT TWELVE:

Class: NEXEN Tyre E46 Class

Subject: Sway bar links

Name: Nick Mitchell

Purpose/Objective: To allow the use of Rod ends or bearings on the front and rear sway bar links.

Background / Rationale: Having rod ends in place allows easier adjustment for corner weighting cars. Much cheaper than sourcing 'balljoint' options from a OEM or aftermarket supplier.

Benefits/Expected Outcomes: Reduce in component cost and better serviceability.

Committee View: The Technical Advisory Working Group and Committee are comfortable with the current rules. No discussion is required but we are open to hear competitors' opinions.

REMIT THIRTEEN:

Class: NEXEN Tyre E46 Class

Subject: E46 Park brake system

Name: Nick Mitchell

Purpose/Objective: To clear up a potential 'grey' area and or interpretation of the current rules.

Background / Rationale: Currently there is no written rule on whether a park brake along with its corresponding components can or can't be removed. I would like it to be written that the park brake and its components CAN be removed if wanted.

Benefits/Expected Outcomes: Less moving parts on the vehicle. Some cars already have it removed and some do not. It's just down to personal preference.

Committee View: The Committee believes the current rules are sufficient and will ensure the rules for next season are clear. A newsletter included E46 Class Rule Clarifications was emailed to the members prior to Round 5 on Monday, 17 February. This included clarification as follows: *"It is required that handbrakes are installed, and remain functional. Removal is not an approved modification under rule 9.2 or others."*

REMIT FOURTEEN:

Class: All classes

Subject: One-way receivers

Name: BMW Race Driver Series Committee

Purpose/Objective: One-way communication from race control to all competitors.

Background / Rationale: Allows Race Control or the Clerk of the Course to relay critical safety or operational messages, communicate procedures. There are many other classes currently using this technology.

Benefits/Expected Outcomes: Minimises confusion and the need for re-gridding and/or extra laps, helps communicate start procedures if required.

It is suggested that we trial this for the upcoming 2025-2026 season, with implementation for the 2026-2027 season.

REMIT FIFTEEN:

Class: All classes

Subject: Race drops

Name: BMW Race Driver Series Committee

Purpose/Objective: To remove the dropping of races at the conclusion of the season.

Background / Rationale: Currently, the championship format allows each competitor to drop their two worst race results at the end of the season. While this has traditionally provided a safety net for DNFs, missed rounds, or unexpected issues, it also adds complexity to understanding the true points standings during the season.

Removing race drops would provide a clearer picture of where competitors stand at any given time. It ensures every race counts equally, rewards consistency and full-season participation, and aligns with the practices of many modern race series.

Benefits/Expected Outcomes: Without race drops, the championship standings will be easier to follow for drivers, teams, and spectators alike. It removes confusion around provisional points and final totals, making the title race more transparent and easier to communicate.

This change would encourage reliability, consistent performance, and full engagement across the season. It also creates a more level playing field, where all results matter and no one can rely on discarding poor performances to stay in contention.