BMW Race Driver Series

Endurance Regulations
2026-2027

1. Objective:

To establish an endurance racing series that complements the BMW Race Driver Series sprint rounds, utilising **the same class and technical rules as the sprint rounds**, while emphasising consistency and long-distance 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.

2.1.2 Where an entry consists of two drivers, there shall be a "primary" driver and a "secondary" driver.

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

2.3 The primary driver 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 organisers 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.

2.5 **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. Series Entry:

4.1 Entry into the Series by the primary driver shall be made by visiting www.bmwraceseries.co.nz.

(1) Full season entry (including the sprint series) is $200.

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.

4. Dates:

4.1 The following dates and venues have been organised for the 2026-2027 season, however may be subject to change due to circumstances beyond the BMW Race Driver Series' control.

Round	Dates	Venue	Club
1	Sunday, 6 December 2026	Hampton Downs	TACCOC Inc
2	Saturday, 24 April 2026	Taupo	NZIGP Inc

5. Round Formats:

5.1 All classes will be combined into one grid.

5.2 **Qualifying:** There will be one Qualifying session with the length determined by the Organising Club. As per Schedule Z Article 5.4 (2), all drivers must participate in their class specific Qualifying session.

5.3 **Race Formats:** There shall be one race of minimum 60 minute duration, with starting positions determined by Qualifying, fastest to the front.

5.4 **Start Procedure:** Each race will have a **Rolling Start**, run in accordance with Sch Z Article 8.4.

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

6. Compulsory Pit Stop (CPS)

6.1 During the one-hour race, a minimum of one pit stop must be made by each competing vehicle. This pit stop must be made between **twenty and forty 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.

6.1.1 Pit stops are permitted when the race is controlled by the Safety Car. However, If the Safety Car is in operation at the time when the pit window is scheduled to open (**20 minutes** after the start of the race) the pit window will be delayed. The pit window will be opened immediately after the end of the Safety Car period. At the end of a Safety Car period, all cars must take the green flag/lights at the start/finish line before pitting. The pits will remain open for 20 minutes after the green flag/lights were shown, for the compulsory pit stops. Any pit stops taken before the start of the new pit window, or before the car has taken the green flag/lights at the start/finish line, will not count as a compulsory pit stop.

6.1.2 If race control decides for any other reason than given in **Article 6.1.1** that the pit window cannot be opened at the scheduled time, then they may make the decision to delay the pit window. In this case, the competitors may only pit once the Megavis says "CPS OPEN" and will be informed via the race radio (race radio is compulsory). Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop.

6.1.3 Should the Safety Car be called on track during the pit window, race control may extend the pit window.

6.2 Assuming there have been no delays (**as per 6.1.1 or 6.1.3)**, you must cross the pit lane entry line no sooner than the **20th minute** and no later than the **40thminute**.

6.3

(i) 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.

(ii) Pit Bay is defined as being only one lane wide. Cars may not stop next to another stopped vehicle. Doing so may result in a penalty in accordance with Article 9.

6.4 During a Compulsory Pit Stop (CPS), the vehicle must be completely stationary for a period of no less than 45 seconds. This is known as the "stationary time". During the stationary time the following may occur:

a) For a dual-driver team, a driver change must be made.

b) For single-driver entries, the driver shall remain in the vehicle.

c) Refuelling may occur under the strict conditions required for refuelling as stipulated by these and the event regulations.

d) To disperse brake heat rolling the car back and forwards no more than two metres is permitted, the vehicle cannot be moved ahead of the point at which it stopped for the pit stop.

e) External cooling fans may also be used to disperse heat from the radiators and brakes.

6.5 The entrant is responsible for ensuring that a video of the CPS is taken which clearly shows the stationary time relating to the Vehicle. This video must be supplied upon request and will be used to verify the stationary time of the CPS being met.

The entrant is responsible for ensuring the quality and availability of the video, failure to produce suitable video that can verify a stationary time will result in penalties as outlined in Article 9.

The angle and position of the video taker is not limited as along as the video produced meets this criteria, however the dedicated vehicle controller must **not** be used to create this video.

6.6 Failure to perform the Compulsory Pit Stop (CPS) shall result in race **disqualification** and failure to complete the mandatory stationary time will result in penalties as outlined in Article 9.

6.7 **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.

6.8 Refuelling is permitted for all classes.

6.9 Tyre changes are permitted for all classes. It is permitted to use the vehicle's in-board lifting system.

7. Refuelling

7.1 Please refer to the **MotorSport New Zealand Code of Fuel Handling Guidelines** on refuelling for detailed regulations and requirements, the key points to note are:

(a) **One dedicated Refueller** and **one separate dedicated Fire Extinguisher Operator** with two 9Kg fire extinguishers in the pit bay are required as a minimum where refuelling is intended.

(b) 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.

(c) 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.

(d) 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.

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

8. Points:

8.1 Points shall be awarded to the finishers in each class, in each race, at each round.

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

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

8.2 Entries may include a secondary driver with the primary driver. Points are only allocated to the primary driver. Each primary driver may have more than one secondary driver during the season.

8.3 **Point Ties:** If two (2) or more Competitors in the top three positions in their class 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:

a) 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;

b) 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;

c) 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;

d) The BMW Race Driver Series Committee, at their sole discretion, shall determine the winner, or may declare those still tied to be equal winners.

9. Penalties:

9.1 Penalties will be applied as per the "Penalties" section in the 2026-2027 class specific sprint regulations issued on the BMW Race Driver Series website.

However, in addition to these, the following penalties also apply:

ITEM	PENALTY
Not completing the compulsory pit	Disqualification from the Race
Not completing the compulsory pit stop during the compulsory pit stop window:	50 point deduction
Failure to complete the minimum "stationary time" by less than 5 seconds during the CPS	100 point deduction
Failure to complete the minimum "stationary time" by more than 5 seconds during the CPS	200 point deduction
Failing to provide video evidence of the CPS "stationary time" upon request	100 point deduction
Pitting cars side by side (taking multiple lanes)	100 point deduction

10. Awards

10.1 Only first, second and third overall season trophies will be awarded for each class.