As previously noted the 2013 Annual General Meeting of the Castrol BMW Race Driver Series will be held on 25th May at BMW NZ’s headquarters located in Pacific Rise Mt Wellington (off Sylvia Park Road). Start time is 12.30pm.

The agenda for the AGM will be as follows;

1. Prize giving from Round 6 / 7 etc.
2. Establish a quorum. (20 members are required for this).
3. Apologies.
4. Minutes of previous AGM (enclosed).
5. Presidents report.
6. Treasurers report.
7. Appointment of officers / drivers delegates.
8. Submissions from members (see below).
9. General business.
10. Meeting close.

The meeting will be followed by a happy hour in the BMW cafeteria.

**Submissions from members:**

**BMW Open minimum lap times (breakout) options.**

1. Lower breakout times at tracks were current breakouts are being achieved. Suggestion is Manfeild 1.11, Taupo 1.36, Hampton Downs 1.08, Pukekohe 1.08.
2. No minimum lap times for all tracks.

*A remit was also received in regards to a “Time Index” system, and further penalties for breaking out from this index. At this point we may investigate the mechanisms behind this system to see if it is workable for future use? However we are not looking to add any further complexities into the running of our meetings.*

**BMW Open. Delete points for fastest lap times.**

**Rationale:**

1. What is the point of them?
2. They distort the true racing results.
3. Most seasons the same person gets them over and over
4. They can influence a championship result unfairly

*This relates to each series differently as Open classes only have points for fastest lap time from qualifying. This was shared amongst a few competitors this season. The E30 Series does have fastest lap points for both qualifying and racing and this does seem to generate a certain level of competitiveness amongst the front runners to obtain this.*

**BMW Open race format options.**

1. Stay with current system. Scratch from Q, handicap, scratch best of meeting.
2. Scratch from Q, scratch or reverse top 6 by group NOT HANDICAP, scratch best of meeting.
3. Handicap from Q, scratch best of meeting, Handicap best of meeting.

**BMW Open class structure.**

Suggestion that Open A is for all Turbo’s and V8’s, Open B is for 4 and 6 cylinder cars.

*This would not equate to class at present as 2 of top 3 finishers in Open Group A this season were N/A 6 cylinder cars.*

**BMW Open has a minimum qualifying lap time e.g. 1.16 @ Hampton Downs.**

*Our focus is on fostering MORE competitors into Open series, not restricting those with more limited budgets. Note: this would have scratched 3 x cars in Group A and 8 x cars in Group B at the first Hampton Downs round.*

**Open Group B regulations:**

**Items for discussion to further differentiate Open Group B for Group A. Purpose: To further distinguish Group B from Group A regulations and allow for the removal of weight breaks.**

1. Should Group B be opened up to factory Turbo models when fitted with the OEM Turbo’s and factory ECU? This would then not force mild production spec vehicles such as 135i or 335i’s into Open A.
2. Should only OEM factory bumpers and body panel be allowed, allowing for derivatives from an interchangeable model to be permissableEG: E36 M3 bumpers on E36 328i.
3. Aftermarket (fiberglass) front spoilers?
4. Factory unmodified body shell / floor pan including suspension pick up points.
5. Engine interchangeability as per current regulations however (by number of cylinders) only single cam into single cam e.g. M30 into E30 but not twin cam 6 cyl. Engines. M30 or M50 etc into E24 OK due to availability of M635 variant.
6. Aftermarket camshafts / ECU are permitted (non turbo). All other engine modifications are also free.
7. A factory BMW H pattern gearbox must be used (no sequential or straight cut dog boxes).
8. All factory glass (front and rear screens / side glass) and associated winding / retaining mechanisms must be retained in their entirety.
9. Rims up to a maximum diameter and width of 17” x 8.5” permissible, offsets free provided the wheel and tyre combination remains inside the profile of the wheel arch.
10. Introduction of a control tyre EG Toyo R888 etc?
11. Fuel be restricted to commercially available “pump gas” to a maximum octane rating of 98. Ethanol or alternative bio fuels not permitted.
12. Tuner cars based on Aplina / Hartge Turbo / V8 variants would not be permitted.
13. Do we stay with weights for another year and adjust these if / as required?

**BMW 2.0 litre Open.**

Suggestion that 2.0 litre Open tyre requirements be “D.O.T tyres and Road Legal”.

**Rationale:**

Would relate closer to the Motorsport standard and give a larger range for selection.

*Current regulations: All cars MUST run on BMW Race Driver Series acceptable D.O.T rated tyres, ie no racing slicks. Committee’s rulings to date have been on what we feel reasonably meets the current VIRM requirements, as opposed to what someone is prepared to put a “warrant” on.*

**South Island meetings.**

Ability to race in the South Island if the driver wants BUT collect points from either islands meetings. This then keeps the South Islanders coming North and for us to go South for a maximum of two meetings per year. With minimum BMW fields of 15 cars in South Island points get transferred to North Island series.

*Is there any level of interest for running rounds of our series (full points scoring) at South Island tracks bearing in mind the 20% drop in competitors we get for Taupo and Manfeild rounds? Logistics around running both a North & South Island series.*

**Replace number boxes with window boxes.**

**Rationale:**

1. Number boxes are no longer the preferred system of displaying car numbers in motorsport.
2. It is not possible for a competing driver to see the number on the door when in close racing, whereas it is easy to pick up a window number when alongside a competitor.
3. It is not easy to see car numbers when on the grid.
4. It detracts from the visual presentation of the cars
5. It dramatically reduces the amount of effective useable space for sponsors signage.
6. They are expensive.

Possible negatives:

1. “Castrol BMW Race Driver Series” is on the bottom of the boxes. However, this could be replaced with a Castrol or Castrol BMW Race Driver Series logo required to be carried on the front guard or similar, assuming the size of the Castrol sponsorship still warrants this.

*There would be a loss of uniformity (sponsor implications) due to varying models competing in the series. Side box numbers are still being used for manual timing tracks (Manfeild MG Classic) and are clearly still the most identifiable method of identification as MSNZ have changed screen numbers to a new (smaller) maximum size .*

**Separate committee to manage Open Class.**

**Rationale:**

1. The opportunity exists for the Open Class to do things such as be a support class for Super Tourers, but NZST can’t handle all the BMW classes at their meetings – an Open class committee can negotiate this.
2. The needs / desires of E30 competitors and Open Class competitors are not always aligned, and the “majority rules” can result in a fait accompli.
3. Please note this is not a proposal for separation, just applying focus to the (now) quite different series, still under the BMW Race Driver Series.

*Any changes if required can be handled within the current committee structure which is made up of* ***5 x Open******Series competitors*** *and* ***3 x E30 / 2.0 litre competitors.*** *Decisions made will always be for the growth of the BMW Race Driver Series as a whole with no preference given to either of the four race groups. It is important to remember that* ***5 x*** *this seasons* ***Open Group A*** *competitors and* ***5 x*** *this seasons* ***Open Group B*** *competitors originated from the E30 class. Removing the exposure of Open Series racing to developing E30 and 2.0 litre class competitors is not in the interests of the series as a whole. The opportunity may be there to look at a limited number of Open points scoring rounds independent to E30 and 2.0 litre meetings? however this does duplicate requirements for series officials / coordinators etc.*

**BMW Open Class designation.**

Suggestion that A becomes “BMW GT Championship”

B becomes “BMW Touring Championship”

C remains “BMW 2 litre Championship”

Each championship should also be represented on the BMW Race Committee. *This is the current situation as things stand.*

**Driver Conduct.**

Series to set a limit (maximum number of incidents) before a driver is stood down and what the stand down terms should be.

**Race Series numbers.**

That all race numbers un-used for a period of two seasons be put back into the available pool.

**Rationale:**

With 120 + members now all single and double digit race numbers are long gone, however there are 20 plus low numbers that have been allocated to potential racers (non members) up to 5 years ago that have not been in use.

*These would be “tendered” to existing members with priority going to length of race series membership.*

**Race order format.**

Look to alternate our 4 x BMW race groups running order from meeting to meeting.

*This order can be influenced by need for dual entered E30 / 2.0 litre Open cars to be separated. While this has varied from time to time this season our preference would be to continue running final race order for E30 groups as bottom half by points then final top half by points race.*

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Submissions from members have been considered by the committee with some listed above for independent discussion, others have been combined and topics of a more general nature will be covered in general business.

NB: The financial report will also be available in hard copy form at the AGM.

If you have any questions in advance of the AGM please don’t hesitate to ask.