

# BMW Race Driver Series

## 2.0 Litre Championship Structure and Format 2018-2019 Season.

### Race Formats

**A) Qualifying:** This will consist of a single qualifying session for the BMW 2.0L Championship at a time determined by the event organizers.

- 1) 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 2 Litre class 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.
- 2) 10 bonus points are awarded for the fastest qualifying lap. No bonus points will be awarded if the count back system has been used to determine the top qualifier.
- 3) Competitors who have not competed in the BMW Open Race Driver Series previously may be required to start from the back of the grid at the discretion of the Series Co-ordinator.

### **B) Race 1 – “Scratch Race”**

- 1) Based on the qualifying times defined above.
- 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 2017-2018 championship, 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 2017-2018 championship.
  - c. Any drivers unable to be separated by “a” or “b” above, their qualifying order will be determined by ballot.
- 3) All cars start at the same time.
- 4) Finishers earn full points within as per the attached table.
- 5) Where cars are entered and qualified, but unable to compete in the Scratch race, their grid-place will be left blank.

### **C) Race 2 – “Handicap Race”**

- 1) Handicaps calculated using the “best-of-meeting” lap times from qualifying and Race 1.
- 2) In the absence of valid qualifying 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 Race Series Committee.
- 3) Finishers earn full points within as per the attached table.
- 4) To discourage “foxing” in qualifying sessions, drivers will be penalized for “breaking out” of their handicap lap time. If their lap time improves by more than 1.5%, they will receive a 10 point penalty for each break-out lap. To allow for changing track conditions across a meeting, usually because of the weather, this break-out will be measured against the average of the field.

### **D) Race 3 – “Handicap Race”**

- 1) Handicaps calculated using the “best-of-meeting” lap times from qualifying and Race 1 and Race 2.
- 2) In the absence of valid qualifying 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 Race Series Committee.
- 3) Finishers earn full points within as per the attached table.
- 4) To discourage “foxing” in qualifying sessions, drivers will be penalized for “breaking out” of their handicap lap time. If their lap time improves by more than 1.5%, they will receive a 10 point penalty for each break-out lap. To allow for changing track conditions across a meeting, usually because of the weather, this break-out will be measured against the average of the field.

### **Championship Structure**

- 1) The 2.0 Litre Class comprises of cars entered and compiling with detailed descriptions 2.0 litre Class technical regulations.
- 2) Trophies are awarded at each round for the top three cars, as well as overall season trophies for the top three overall.
- 3) Between five and eight race meetings, each with three point-scoring races, with bonus points for the fastest qualifying lap per group. Points are tallied over the season, with the following allowances:
  - a. The two worst race results of a 15, 18, 21 or 24 race championship can be dropped (including non-attended races). All of the other race results will be counted, including any non-scoring races.
  - b. If a minimum season total of five meetings (15 races) is not reached (eg because of cancellations) the race committee may decide to count all races. If such a change is to be made drivers will be advised at least 28 days ahead of the final race meeting of the season.
  - c. If because of a penalty a driver is excluded, disqualified or suspended from one or more races, or even complete meetings, then none of those zero-scoring races 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 the meeting organizers, MSNZ stewards or from within the BMW Race Series.
- 4) Change of Car: If a driver uses more than one car during the season, his/her points will be calculated as though it were two separate entries. ie the points will not be added together. This does not prevent a driver from reconditioning his existing engine, or replacing it with a similar type of engine.
- 5) Non 2.0 litre Class entrants: If, because of meeting formats, guest drivers, etc, there are non-championship drivers running within the 2.0 Litre Class race group, their finishing places will be ignored in determining 2.0 litre class championship points. This does not include drivers of “shared” E30’s who are bona fide 2.0 Litre class entrants.

6) **Championship Points:** to be awarded to the finishers in each class.

1 <sup>st</sup> = 200	11 <sup>th</sup> = 117	21 <sup>st</sup> = 80	31 <sup>st</sup> = 56	41 <sup>st</sup> = 37
2 <sup>nd</sup> =185	12 <sup>th</sup> = 112	22 <sup>nd</sup> = 77	32 <sup>nd</sup> = 54	42 <sup>nd</sup> = 36
3 <sup>rd</sup> = 173	13 <sup>th</sup> = 108	23 <sup>rd</sup> = 74	33 <sup>rd</sup> = 52	43 <sup>rd</sup> = 35
4 <sup>th</sup> = 163	14 <sup>th</sup> = 104	24 <sup>th</sup> = 71	34 <sup>th</sup> = 50	44 <sup>th</sup> = 34
5 <sup>th</sup> = 154	15 <sup>th</sup> = 100	25 <sup>th</sup> = 68	35 <sup>th</sup> = 48	45 <sup>th</sup> = 33
6 <sup>th</sup> = 146	16 <sup>th</sup> = 96	26 <sup>th</sup> = 66	36 <sup>th</sup> = 46	46 <sup>th</sup> = 32
7 <sup>th</sup> = 139	17 <sup>th</sup> = 92	27 <sup>th</sup> = 64	37 <sup>th</sup> = 44	47 <sup>th</sup> = 31
8 <sup>th</sup> = 133	18 <sup>th</sup> = 89	28 <sup>th</sup> = 62	38 <sup>th</sup> = 42	48 <sup>th</sup> = 30
9 <sup>th</sup> = 127	19 <sup>th</sup> = 86	29 <sup>th</sup> = 60	39 <sup>th</sup> = 40	49 <sup>th</sup> = 29
10 <sup>th</sup> = 122	20 <sup>th</sup> = 83	30 <sup>th</sup> = 58	40 <sup>th</sup> = 38	50 <sup>th</sup> = 28

NB: As per NZMS Regulations, cars must finish to earn points = 75% of race distance and completion of the last lap within 4 minutes of the winner.

### **Penalties**

These are not limited to those written below.

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

1. Tyres found in a condition outside of the rules: - 25 points per tyre
2. Car not presented for weigh-in after Qualifying or Races: 100 Points and possible disqualification
3. Under the Minimum Weight for your class: -25 points for each 5 Kilograms
4. Failure to wear a FHR During qualifying or races: -200 points
5. 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.