

# Remits 2020

## **Remit #1**

Author: Raewyn Burke

Submitted 30<sup>th</sup> April 2020

When a competitor does not enter and attend a meeting, these races should not count as “worst results/races”, therefore cannot be dropped at the end of the season.

### **Reason:**

Consistency is key when it comes to placing high in the BMW Race Driver Series, even if you don't have a podium result each time.

I believe that if you have not entered and attended a meeting, that these should not count towards your worst race result (ie drops).

### **Example:**

Bob entered, paid and attended each of the four meetings this season and got a total of **2046** points.

Bob drops his worst two results, a fourth and a third place, meaning his final total is **1729** points.

John only entered three of the four meetings, and got a total **1838** points, but with the current system, he drops no points as he is able to drop two races from a round he did not enter, meaning his final total remains at **1838**, subsequently beating Bob but attending less meetings than him.

You should only be able to use your two worst results from a meeting that you've actually entered and paid for.

Peter & Graham Ball also back this Remit as per their email.

## Remit #2

Author: Grant Roe

Submitted 12<sup>th</sup> May 2020

Reverse front half, & bottom half of field for E30 race 2

### Top 5 Reasons

1 - Current 3 races are all too much of a procession, very little passing opportunities, driver's qualifying, starting, & finishing every race in a similar, or the same position.

Both of the other classes in the series mix it up, the E30's should as well.

2 - In the 1st race with the existing format, if you get taken out through no fault of your own, have a mechanical issue or any problem, and don't finish, or finish at the back of the field, you then start race 2 at the back. Unless you are one of the top guys who can drive through the field your chances of a decent finish in races 2 & 3 is basically ruined, & therefore your weekend too.

3 - Numbers in the class have dropped, and the majority have been from the back end of the field. No one wants to continually finish race after race at the back of the field, this change in format brings those drivers forward halfway, & gives them a shot at a better finish & points haul.

4 - Because of the drop in numbers, the quality of the field has improved, meaning there are a lot less inexperienced drivers, therefore the chances of there being as many contacts or accidents as with the old reverse grid race has reduced. This format is also safer because it avoids the situation that had the top of the field, come charging through the bottom of the field.

5 - Another one of the reasons for getting rid of the old reverse grid format was to avoid both the more complicated staggered start, and that if there was a safety car, the 5 second gap between groups was negated, neither of these issues comes back into play with this change.

### Goal of this Motion

"To do something" to shuffle up the starting order in race 2, to get the racing back to somewhere between what we had before with the old reverse grid format, and what we have now.

- Peter & Graham Ball also support the move to go back to the old format.
- Shane Geddes requests to go back to Reverse Grids

Shane says *"Reverse grids provided for some very close interesting racing. The downside is that this in the past has led to quite a lot of contact. A couple ways this could be mitigated is to only reverse the top 2/3 of the field and enforcing strict penalties for any contact."*

### **Remit #3**

Requests submitted by Peter & Graham Ball, and Shane Geddes

21<sup>st</sup> May 2020

Drop the WOFs and Registration on the E30's – we can man the cars ourselves

**Shane Geddes** also mentioned that the requirement for a WOF should be removed *“The requirement for the E30 class to have a valid WOF should be removed. Competitors could still obtain one if required, however a large number of competitors never drive their E30s on the road. From a competitor’s point of view, the main reason for getting a WOF is because its currently a requirement to compete.”*

### **Remit #4 (dependent on outcome of Remit #3)**

Requests submitted by Peter & Graham Ball

21<sup>st</sup> May 2020

Increase camber on E30's to 3degrees for better tyre wear

### **Remit #5**

Requests submitted by Peter & Graham Ball

21<sup>st</sup> May 2020

Open class – can you keep your points if you crash or damage your vehicle and race another vehicle – same rule as E30 class.

## **Remit #6**

# **BMW Race Series AGM Remit**

### Title:

Race Series car club

### Purpose:

To save the members unnecessary expense

### Background

Membership of the BMW Car Club has been a compulsory part of the cost of competing in the BMW Race Driver Series.

Since the series started the race series has invested over \$120,000 in the BMW car club.

The submitters maintain that that money could have been better invested by members for the betterment of the series or retained by members for their own use.

### Method:

That the series take either of two courses of action. Approach the BMW car club for a reduced fee for race series members.

Option two would be for the race series to form its own car club. This is easy and common for many race series. We could then look at setting the annual club membership levy as part of the series annual joining fee, ie it could be inclusive.

This would require some amending of the series constitution.

But there are over 100,000 reasons why this is a good idea.

Remit submitted by

Gordon Legge / Wayne Downie