

**BMW CCA Club Racing Endurance Series
Presented by Turner Motorsport**



Rules and Regulations

Endurance Series Committee:

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Endurance Series Rules & Regulations

General:

- These rules supplement the existing BMW CCA Club Racing Series Rules. Both the Endurance Series Rules and the BMW CCA Club Racing Series Rules apply to the BMW CCA Club Racing Endurance Series.
- Event specific supplemental regulations, mainly safety in nature, may be created by the sponsoring chapter, chief race steward and/or host track.
- All cars competing in the BMW CCA Club Racing Endurance Series must comply with the base Club Racing Rules, these supplemental Endurance Series Rules, and any Event Specific Supplemental Regulations.
- All rules procedures for the Endurance Series follow the same protocol and procedures as the sprint series which are outlined in the existing BMW CCA Club Racing Series Rules. This includes things like Rules Clarifications, Protests, Appeals Rules Changes etc.
- Any car found to be in violation of the Rules and Regulations may be removed from the championship and rendered ineligible to receive any and all prizes.

Participants & Licensing Requirements

All participants in the BMW CCA Club Racing Endurance Series must be a member in good standing of the BMW Car Club of America and hold a valid BMW CCA Club Racing license.

Participants holding a valid Competition license from another series may be eligible for a one-race exemption to race without a BMW CCA Club Racing license.

Vehicle Requirements

The BMW CCA Club Racing Endurance Series is limited to the BMW Marque only. While the BMW CCA Club Racing Sprint Series allows non-BMW Marques to participate, the Endurance Series does not.

BMW vehicles prepared to specification of another series other than the BMW CCA Endurance Series may compete in the BMW CCA Endurance Series. They must adhere to all stipulations outlined in the current BMW CCA Club Racing Series Rulebook in the Car Classification section under “Non-BMW CCA Club Racing Classifications”.

Safety:

Event Limitations:

- With the exception of a planned night race or a race planned to end in darkness, all BMW CCA Club Racing Endurance Series Races must curtail before total darkness, exact time to be determined by presiding BMW CCA Club Racing Chief Steward and communicated at the event

Driver Limitations:

- Drivers are limited to a total of 3 hours of race time or one-half of the length of a race, whichever is greater. IE: 3 hrs of a 3,4,5 or 6 hr race, 3.5hrs of a 7hr race, 4 hrs of an 8hr race, etc.
- No driver may drive more than one car.
- No driver may drive for more than one team.

Race Control Communication:

Each team must have a scanner radio capable of tuning to race control frequency (**462.7125**) to react to team specific orders from Race Control. IE: to communicate said specific orders to driver. In the event the team and/or driver does not react to said specific orders from Race Control, the car may be black-flagged and team may be penalized.

Fueling:

Safety:

- Fueling may only be done during green flag conditions.
- Drivers must exit the vehicle during fuel stops.
- Fueling may not begin until the driver is out of the vehicle with both feet on the ground.
- Fueling begins when the fuel orifice seal is broken, and ends when the fuel orifice seal is restored.
- No other work can be performed on the car by anyone while fueling is taking place.
- Fueling can only be performed with the vehicle resting solely on all four tires.
- Fueling allows no more than two fuelers and requires one fire person. Fuelers can be exiting/entering drivers.
- Fire person should be no closer than 6 ft to the fuel orifice.
- Fire Person should stand adjacent to fueler.
- Fire Person MUST have safety pin removed from fire extinguisher.
- Only the Exiting Driver, Entering Driver, Fuelers and Fire person are allowed over the wall during fueling. All other crew members who are not directly associated with fueling activities are not allowed over the wall until fueling has completed.
- All fuelers, fire persons and drivers over the wall must wear full Nomex suits, Nomex gloves and wear helmets with full eye protection during fueling.

Fuel Jugs and Procedures:

- Fueling must be accomplished by using plastic Motorsport style fuel jugs or dump cans with capacity of no more than 11 Gallons of any style. IE: One handle or two handle style etc.
- At no time may a fuel jug be placed on the ground on the hot side of pit wall for any reason.
- No fuel jugs may rest on top of pit wall at any time for any reason.

Large capacity Motorsport style fuel jugs (IE:11 Gal style):

- Only 2 large capacity jugs may be used during fueling. Prior to EACH race, team members must report to Tech with each jug filled to $\frac{1}{2}$ the stock fuel capacity for the chassis as listed in appendix B. Tech Steward will then mark fuel level on each jug for reference during pit stops.
- Generic utility fuel jugs such as homeowner / lawn mower Types are not allowed.
- Fuel Jug venting may be improved to allow for faster fueling.
- No overhead fueling rigs are allowed.
- Metal catch apparatus on the ground below fuel orifices are allowed and encouraged. IE: metal tray's, pans etc.
- Fuel spills greater than 12" in any direction are not allowed and are a punishable infraction. Infractions to be determined by Steward. Fuel spills must be cleaned up by the offending team.

Vehicle Fuel Rules:

Vehicles with stock fuel tanks:

- Fuel capacity is limited to the stock fuel capacity as defined in Appendix B.
- Any stock fuel tank available for a particular chassis mounted in the stock location is legal. IE: Z3 can upgrade to any E36 stock tank.
- Dry-break style fueling systems are allowed.
- Fuel Tank venting may be improved for faster fueling.
- Unleaded Fuel restrictors may be removed.

Vehicles with Fuel Cells:

Fuel Cells are allowed but are not required.

- Baffling may be added to achieve maximum legal fuel capacity.
- Fuel cells must pass all safety checks at the track and be installed according to manufacturer specifications.
- Pre-Race Capacity Certification.

Cars with Fuel Cells that are baffled to stock fuel capacity:

must be presented to Tech prior to the race where the team will drain the Fuel Cell empty and refill to stock fuel capacity for the chassis as stated in appendix B in the presence of a Tech Steward. The Tech Steward will then certify fuel cell capacity compliance for that race.

Cars with fuel cells not baffled to stock fuel capacity:

In order to ensure rules compliance of the initial fuel load, cars must be presented to Tech between the qualify session and race where the team will drain the fuel cell empty and refill to stock fuel capacity for the chassis as stated in appendix B in the presence of a Tech Steward. The Tech Steward will then apply a tamper proof seal to the fuel orifice. During Race Grid, tamper proof seals will be inspected by Tech Stewards and those deemed tampered shall be required to re-certify pre-race fuel capacity prior to being allowed to enter the race.

Pit Stops:

- The pits will be closed during all Full Course Yellow's.
- There is no required minimum number of pit stops.
- Any pit stop where fuel is added to the car must be no less than 5 minutes in length.
- Any pit stop where fuel is not added has no time limit.
- A pit stop begins when all wheels come to a complete stop.
- A pit stop ends when all wheels begin to move.
- A driver may not back up in pit lane under any circumstances. Crew members may push a car backwards while a racer is inside such as to re-align in a pit box.
- A Maximum of 5 crew members are allowed over the wall in pit lane during pit stops, excluding drivers when the car is not being fueled.
- Pit Stop Safety Infractions of things like but not limited to running over tools, cars striking crew members, cars striking other cars etc will be dealt with by the Stewards on an individual basis.
- When entering pit lane, drivers must keep all personal safety equipment fully in place until all wheels are stopped in their pit box.

Hot Pit Safety:

- No grills or open flame of any type is allowed in pit lane.
- No smoking is allowed in pit lane.

Behind the Wall:

- Any car that goes behind the pit wall to the paddock area during an Endurance race must pass through tech before re-entering the race for technical inspection of repairs to the car.

Stopped Race:

- A race may be stopped for safety reasons at any time by use of a Red flag or a Black flag.
- Cars may not exit pit lane while a race is stopped.
- All work on cars in pit lane including fueling must cease when a race is stopped and may not resume until the green flag is displayed and the race has been restarted.

Awards and Points:

- The BMW CCA Endurance Series points and awards will be separate from regular BMW CCA Club Racing points and awards and are National not Regional.
- Points are awarded only at sanctioned Endurance Series races which are designated as such on the Club Racing Website.
- Points are calculated based on the total number of sanctioned races “minus 1”. This is being done to allow teams the opportunity to remain in points contention if for any reason they were unable to compete in one event.
- There will be a Team Championship, a Driver Championship and a Sportsman Award.

Team Championship: Awarded to the team in each class that has accumulated the highest total number of class points, as defined below, based on the total number of sanctioned races “minus 1”.

Driver Championship: Drivers who compete in 75% or more of the scheduled races are eligible for the driver championship. A popular vote cast by fellow drivers and race stewards will determine the winner based on exhibited driving talent and passion for the sport.

Sportsman Award: Awarded by popular vote cast by fellow drivers and race stewards to any team member (driver or crew) who has exemplified the spirit and sportsmanship of the BMW CCA Endurance Series.

Points are awarded as follows:

Class Points: a combination of Start + Finish points awards.
Defined as:

1. **Start Points:** Each team is awarded 15 points for taking the green flag of each race.
2. **Finishing Points:** Each team that completes at least 50% of the total race time is awarded finishing points scaled to race length. For example:
2hr: P1=30, P2=24, P3=20, P4=18, P5=16, P6=14,
P7=12, P8=10, P9=9, P10 and below =8
3hr: P1=45, P2=36, P3=30, P4=27, P5=24, P6=21,
P7=18, P8=15, P9=13.5, P10 and below =12
4hr: P1=60, P2=48, P3=40, P4=36, P5=32, P6=28,
P7=24, P8=20, P9=18, P10 and below =16
3. All points go to a season total to determine winners.
4. In the event of a points tie, the finisher with the highest average overall finishing position shall be deemed the winner.

Car Classing and Structure:

- All existing BMW CCA Club Racing classes are eligible to compete in the Endurance Series.
- All classes for BMW's from other series are eligible to compete and accumulate BMW CCA Club Racing Endurance Series points and compete for all prizes.
- BMW's currently raced or retired from a Professional Series are eligible to race in the Endurance Series in ES class.
- Only closed wheel BMW's are allowed in the Endurance Series.
- The Endurance Series will have 5 classes, ES through E3 as defined in Appendix A

Appendix A – Classing Structure

Enduro Class	BMWCCA Class	SCCA Class	NASA Class	Pro Series
ES			GTSU	GS
			GTS5	SGS
				GT
E0	SM	ITE	PTA	ST
	AM	STU	PTB	
	BM		GTS4	
	CM		GTS3	
	DM			
E1	HP		GTS2	
	IP		PTC	
	GP			
E2	GS			
	HS	ITS	PTD	
	KP	ITR	GTS1	
	JP			
	IS			
	M3T			
E3	EM	ITA	SE30	
	FM	ITB	Spec3	
	KS	ITC	PTE	
	JS		PTF	
	SE36			

Appendix B – Allowed Fuel Capacity by Chassis

2002: 13.0 Gal

E21: 15.3 Gal

E30: 16.4 Gal

E36: 17.2 Gal

E46: 16.6 Gal

E88: 14.0 Gal

E92: 16.6 Gal

F30: 15.8 Gal

R53: 13.0 Gal

R56: 13.0 Gal