

# **Formula BMW Racing Center**



**Race Series 07/08**

**General Rules and Regulations**

**Version 1.0**

# Formula BMW Racing Center



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## **1. General rules and regulations**

**The Formula BMW Racing Center Race Series is conducted in accordance with these Rules and Regulations together with any applicable Bahrain Motor Federation (hereafter BMF) and Circuit Racing Club (hereafter CRC) regulations.**

**During the season, Formula BMW Racing Center (hereafter FBRC) may also publish supplementary bulletins and may make announcements during regular drivers meetings. These bulletins and announcements will carry the full weight of rules.**

**A. FBRC shall solely control organization of the events. These events may be run in conjunction with other organizers, promoters and sanctioning groups. In such cases, FBRC rules and regulations shall supersede other event rules.**

**B. Drivers' meeting will be held from time to time as determined by the Race Director or the Chief Steward. Drivers' meetings are mandatory. Roll will be called and tardiness or failure to attend a drivers meeting without valid cause can result in a penalty.**

**C. All drivers and their guests are required to conduct themselves in a professional and sportsman-like manner at all times. Drivers are responsible for the conduct of their guests and may be penalized for poor behavior by their guests. Penalties assessed may, at the sole direction of FBRC, range from loss of qualifying position, loss of finishing position, forfeiture of points, or loss of racing license and suspension from the series.**

**D. There shall be no smoking in the pit area.**

**E. No spectator under 16 years of age shall be permitted in the "hot" pit lane.**

**F. All drivers and their guests shall be required to sign a standard liability waiver form upon entering the racetrack premises.**

**G. There shall be NO alcohol consumed in the pit or paddock area until the end of the day's racing.**

**H.No Animals are allowed within the Bahrain International Circuit premises.**

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## **2. Eligibility and Event Entry Procedures**

**A. The Formula BMW Racing Center Race Series is open to drivers 15 years of age and older who meet one the following experience criteria. Drivers under 18 years of age may compete in the series if they meet one of the following criteria and have their legal guardian sign a consent form of each event.**

**1. Graduates of the Formula BMW Racing Center Race Professional 3 day Course (RPC) or other drivers specifically designated by FBRC as qualified are eligible for entry into the Formula BMW Racing Center Race Series.**

**Or**

**2. Drivers who have not completed Formula BMW Racing Center Race Professional 3 day Course (RPC) but who are specifically designated by FBRC as qualified are eligible for entry into the Formula BMW Racing Center Race Series.**

**B. Entry into the Formula BMW Racing Center Race Series is on the first-come, first-served basis. Entries for each race weekend and lapping days are limited. To enter, submit a completed application form and a non-refundable registration fee. Availability of cars for lapping and racing cannot be guaranteed until a registration fee has been submitted, FBRC cannot be held responsible for lost series points or lost championship standings if all cars are sold-out when a driver attempts to enter any event.**

**C. Each driver must maintain a valid International, BMF regional or better competition license.**

**D. Only racing cars owned and operated by FBRC may be eligible for points and prizes in the series.**

**E. No Employees of FBRC are eligible to compete in the series.**

## **3. Equipment**

**At every event all drivers may have their safety equipment checked at any moment. All drivers participating in series races and lapping sessions shall be equipped as follows:**

**A. Only one-piece driving suits of at least 2-layers and made of fire-resistant material are allowed. A total of 3-layer fire resistant material must be worn.**

**B. Gloves made of at least two layers of fire resistant material, containing no holes.**

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**C. Socks made of fire resistant material.**

**D. Driving shoes designed for car racing applications (fire resistant material).**

**E. Full-face helmet with minimum Snell SA 2000 Certification. Helmets must include firmly attached face shields made impact resistant material, and they must be in an undamaged condition. Motorcycle helmets are not allowed.**

**F. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. All drivers must wear a fireproof balaclava.**

**G. Hanss devices are recommended but not compulsory.**

**H. Personal on-board radio communication devices are strictly prohibited.**

**I. Personal timing devices are strictly prohibited.**

## **4. Lapping Day Procedures**

### **A. Format**

**Registration will be open at 7:30 and 11:30 am. A drivers meeting will be held at 8:15 a.m. & 12:15 PM. Lapping session will begin as soon as possible after the driver meeting ends. All drivers must sign-on each day.**

### **B. Collisions**

**A driver involved in a collision of any type that results in damage to a racing car must report the damage to FBRC Personnel. A Damage Repair Order will be generated and the driver must report to the main office to sign-off on the damage. All the drivers must sign-off on their repair order before leaving the track that day. Specific damage policies are described in Section 11. If a driver damages the car he will not finish the session and will not receive make-up driving time.**

### **C. Spins and Driving Off Track**

**A spin is the loss of control of the racing car that results in the car traveling at more than 90 degrees to its intended direction of travel. A spin during a lapping session requires an immediate call to the pits – No exceptions.**

**Two spins in any one lapping session will cause the driver to miss the remainder of the session.**

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**Two or more wheels off the racetrack count the same as a spin and require an immediate call to the pits. Failure to pit when required may result in loss of driving time for the remainder of the session.**

## **5. Race Weekend Procedures**

**The format for each race weekend is subject to change at the discretion of the Chief Steward or other FBRC Official.**

### **A. Registration**

**Unless otherwise announced, registration will be held at the FBRC office near the pits, on the morning of race event. Registration is open from 7:30 a.m. to 8:00 a.m. All outstanding entry fees and damage charges from Lapping Days will be collected at registration. The car draw will happen on the previous day by a FBRC employee. Drivers briefing will begin at either 8:00 a.m. or an announcement will be made at the time as to when the drivers briefing will begin. Please have your competition license with you at registration. All drivers must sign-on and attend or be liable for exclusion from the race weekend and may receive a fine.**

### **B. Qualifying**

**During qualifying, every effort will be made to time each car on every lap. Unless otherwise announced during the drivers meetings, drivers will be places on the starting grid in the order of times achieved in the qualifying session with fastest driver starting from the pole position. In case of a tie, the second-best lap of each driver will be compared and so on until the tie is broken. In the unforeseen event that the official times are not available, FBRC reserves the right to declare starting positions based upon any other criteria deemed appropriate by FBRC.**

**A driver who has changed cars after achieving a grid position during qualifying shall retain that grid position only if such a change was necessitated by mechanical failure of the original car, which was beyond the control of the driver.**

**Drivers that change cars because of an incident during qualifying or warm-up start at the back of the grid.**

**Drivers who spin or have a collision during a qualifying session will lose their qualifying time and will be awarded a 5 second penalty to be added to their time.**

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If any driver has a mechanical failure (beyond the control of the driver) before the halfway point of qualifying and no other car is available for that session, then that driver shall be allowed to qualify in another qualifying session and have those times applied to his race group for his starting position.

## **C. Starts, false starts and restarts**

The start procedure shall be announced at the drivers meeting. The race may be started by either lights or green flag. The race ends at the waving of the chequered flag as each car crosses the finish line. Race length will be announced at the drivers meeting and is determined by the number of race groups, weather and time available. Normal Race length will be 15 laps total. The maximum number of cars allowed to start a race will be determined on a case-by-case basis by FBRC.

Drivers that jump start, improve their position or put another competitor at risk may receive a time penalty, black-flag, parked or all of the above.

If a race is stopped due to an incident at the start, then any driver who damages a car while avoiding the incident will be allowed to get in another car for the race and shall retain the driver's original grid position. If a replacement racing car is available.

## **D. Passing**

Passing is a key element of racing; it must be done safely and properly. The responsibility for a safe pass rests with the overtaking driver. A proper pass occurs when the overtaking driver is wheel-to-wheel or better and close side-by-side at the overtaken driver's turning point. Conversely, two types of unacceptable passes exist: the late pass and the dangerous pass.

A late pass occurs when the overtaking driver is either not close alongside (e.g. passing at an angle) or is behind at the turning point and does not back out of the pass, forcing his way into the corner. In this instance, the overtaking driver is daring the other driver to turn into the corner.

A dangerous pass occurs when the overtaking driver comes in unexpectedly and out of control and completes a pass because the driver being passed moved out of the way to avoid contact. In both of these examples, the passing driver shifts responsibility to avoid contact to the driver being passed. Penalties for this type of passing are described below:

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The driver completing or attempting a late pass may receive a time penalty, a black/white diagonal flag, or a black flag. The driver completing a pass in a dangerous or out of control manner will be black-flagged. If a driver completes an illegal (bad) pass and realises their mistake and clearly signals the victim of the pass back by he may avoid a penalty. However, in the interest of competition, FBRC reserves the right to withhold, enforce, or increase penalties on a case-by-case basis.

## **E. Spins and driving off track**

A spin is the loss of control of the racing car that results in the car traveling at more than 90 degrees to its intended direction of travel. A spin during qualifying requires an immediate call to the pits for vehicle inspection and possible consultation. Safety of driver and equipment is paramount and upon completion of inspection car and driver will be released again to rejoin their qualifying. There are no exceptions to this rule.

Failure to stop in the pits when required will result in a black flag, a timing penalty or both.

## **F. Flags**

Flagging shall be to the standards set forth by the BMF, CRC and FBRC and performed by others officially designated by FBRC.

## **G. Collisions**

Any car-to-car contact during a race requires a call to the pits by all drivers involved. In the interest of competition, if drivers who are racing cleanly have only "inconsequential" contact, they might, at the discretion of FBRC, be allowed to continue racing without penalty after visiting the pits.

A Driver involved in a collision of any type that results in damage to a racing car must report the damage to FBRC Personnel. A Damage Repair Order will be generated and the driver must sign-off on the damage before the end of the day.

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## **6. Scoring and Championship Points**

**A. Points are awarded to drivers finishing first through tenth place on the following scale:**

**1<sup>st</sup> 20**

**2<sup>nd</sup> 15**

**3<sup>rd</sup> 12**

**4<sup>th</sup> 10**

**5<sup>th</sup> 8**

**6<sup>th</sup> 6**

**7<sup>th</sup> 4**

**8<sup>th</sup> 3**

**9<sup>th</sup> 2**

**10<sup>th</sup> 1**

**B. There will be an overall FBRC Race Series Champion, Masters Award for driver over 40 years old and a Ladies Award.**

**C. In the unlikely event that any race dates are cancelled due to unforeseen problems with weather or track availability. FBRC will make every attempt to reschedule the lost race(s). If unable to reschedule, FBRC reserves the right to designate certain races as double point's races in order to make up for the lost events. In such case, race results for a single race will count as two separate races with the same finishing position with a single set of trophies and awards**

**D. At the end of the season, driver with the most official season point total is the winner. The driver with the highest resulting point total will be the FBRC Race Series Champion. In case of a tie in the top 5, the tie will be broken by whichever driver has the most wins. If this does not break the tie, the driver with the most second place finishes will get the position. This will continue until the tie is broken. Ties occurring from sixth place on will not be broken.**





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## **7. Car Selections and Race Grouping**

**A. Prior to the beginning of the drivers briefing, FBRC will prepare an entry list of all Championship drivers who are expected to race that day.**

**This list will be arranged in descending order based on each driver's year-to-date points total as of the start of the day. If one or more drivers have the same total number of points they will be arranged according to best finishing positions on the list.**

**B. FBRC personnel will divide the list into race groups. The number of groups, and therefore the number of drivers in each group, will be chosen at the discretion of FBRC, taking into account such factors as the number of total drivers, the number of cars available, schedule constraints, etc. The decision of FBRC will be final.**

**C. Once the race groupings have been determined and posted, FBRC will allocate cars by random drawing to drivers. FBRC cannot guarantee that a sufficient number of tall or short cars will be available on any given day. Available tall cars or short will be chosen on first-come, first-served basis.**

### **D. Exceptions**

**On the first race day of the season, when all drivers will have zero points, race grouping will be determined by random drawing or at the discretion of FBRC to allow for travel restrictions of certain drivers.**

**Racers who join the series after the first race day will be assumed to have zero points and will be placed at the bottom of the grouping list. If several of these new drivers (with zero points) show up for a race day, they will be listed alphabetically.**

### **E. 'Tall' and 'short' car availability**

**If a car is not available for the start of the driver's race, through no fault of his own, then that driver may compete in another race group for points (if a car is available). If the required 'tall' car is unavailable, and if a non-tall driver occupies a tall car, then that car and those drivers may be reassigned so that all competitors have cars to race.**

**F. Those who have registered to drive in an extra race may do so under the following conditions. Only their drawn race counts towards championship**

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points. Their drawn race shall be the race in which they are originally grouped according to the grouping procedure described above. FBRC will slot drivers into another group for the non-points race.

## **8. Championship Divisions:**

**A. The FBRC Race Series:** This is the overall championship and is open to any driver except FBRC employees.

**B. The Master Class:** Any drivers who are 40 and above by October 20th 2007 that compete in the FBRC Race Series, are eligible for The Masters Award.

**C. The Ladies Class:** All female drivers are eligible for The Ladies Award.

**D. Year-End Awards Eligibility:** Driver must compete in over 50% of the season to be eligible for year-end awards.

## **9. DNF's**

FBRC endeavours to maintain all cars in top condition in order to minimize mechanical failure, but occasionally a driver will be classified as did not finish (DNF) at the end of a race. In the event of a driver's failure to finish a race because of a collision, off road excursion, mechanical failure or any other reason, that driver cannot be given a consolation race and series points cannot be made up, regardless of the circumstances, nor can the entry fee be refunded. If a driver does not finish a race, no matter how many cars are left in the field, due to an accident, off-road excursion or a black flag for dangerous driving then that driver shall receive no points. Mechanical DNF's will be classified as finishers with points awarded as for finishes in the top ten.

## **10. Credits**

From time to time, unforeseen conditions (weather, car shortages, etc.) might prevent drivers from completing all planned lapping and qualifying sessions that day. In such cases, in the direction of FBRC, "credits" may be awarded to a driver to make up for lost time.

Credits may be redeemed within one calendar year at future events when time and equipment considerations permit. They have no cash value, are non-transferable, and cannot be used as credit against future purchases or vehicle damage.

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Credits are written forms that are given to the drivers. The forms must be submitted to an instructor in order to obtain the makeup session. No credit, no driving, no exceptions. Therefore each driver must obtain a credit before leaving the track. Only the Chief Instructor issues credits. Do not accept verbal promises from anyone. Get it in writing, or you will not receive your make-up sessions.

## **11. General Damage Policy Regulations**

Collisions are more often due to driver error or putting the car in a dangerous position. In the event of a collision, the following regulations will apply.

**A.** All drivers will present a valid credit card or cashiers check for the deductible amount at registration. Any damages incurred during the event will be charged to a driver's credit card, subject to the limits of liability for each incident at the end of the event.

**B.** Grinding gears, slipping clutches, flat spotting tires, etc. is regarded as the same as collision damage and drivers can be charged and expected to pay for this kind of abuse to FBRC equipment.

**C.** If you damage your car, your session is over. Drivers who damage cars will drive on a space-available basis only. There are no refunds for lost driving time in these circumstances.

**D.** A driver involved in a collision of any type that results in damage to a racing car must report the damage to FBRC Personnel. A Damage Repair Order will be generated, and the driver is responsible to report to the Head Mechanic or the office to sign-off the damage as soon as possible. All damage repair orders must be signed off before the driver leaves the track at the end of the day.

**E.** Drivers may not continue sessions until the damage charges have been settled in one of two ways. A Driver can wait for and sign off on an official Damage Repair Order. If the driver's next session or race is impending and the Damage Repair Order is not ready, that driver can elect to sign the incomplete Damage Repair Order, agreeing to pay the damages assessed, up to that driver's deductible level, by the end of the day.

**F.** Drivers and their guests are not permitted in or around the garage area while a Damage Repair Order is generated and shall not interfere with the damage assessment personnel in any way.

**G.** If damage occurs at the end of the day, it is the responsibility of the driver to settle charges (or sign the damage repair order) before leaving. Drivers who leave at the end of a weekend without settling in full will have a 25% surcharge added to the invoice.

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**H. Failure to finish an event due to collision damage is a non-refundable situation. Event entry fees or advance entry fees may not be used to pay for repair charges. Engine, clutch, and gearbox damage that is under the control of the driver falls within the classification of collision damage and is subject to payment from the driver.**

**I. After each session all engines are checked and any over-rev in excess of 9,800rpm will be deemed to be damaged and charged at BD450.000**

**J. Flat spotted tyres will be charged at BD50.000 per tyre**

**H. Drivers who wish to dispute damage estimates must do so before the end of the day of the incident.**

## **12. Damage Liability Scheme**

**The FBRC Damage Liability Scheme is a no-fault scheme, and each driver is responsible for any damage to the car driven. FBRC does not assign financial responsibility to drivers based on who was at fault, even if a collision appears to have been caused by another driver.**

**The damage liability scheme is as follows:**

**Lapping days:**

**Excess – BD950.000**

**Qualifying and Race days:**

**Excess – BD1,600.000**

## **13. Special Procedures & Penalties**

**A. During the drivers meeting, FBRC will designate a representative to address car, driver, and rule problems or issues. Drivers with car problems are to go to this representative only; this will make it easier to document and solve problems.**

**B. Repeatedly dropping one or two wheels off the racing surface may, (such as excessive use of kerbs) at the discretion of FBRC, be penalized.**

**C. Failure to report to the pits when required may result in a black flag, disqualification, or time penalty. Failure to obey a black flag will result in disqualification.**

**D. Evidence of previously unreported incidents at the conclusion of a race may result in a penalty or disqualification.**



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**E. Excessive speed in the pits area will be penalized.**

**F. Any time that a car is required to start from the pits either as a result of missing the grid formation or after pitting during the race, that car shall remain stationary at the appointed spot with the engine turned off until the driver is given a signal by a designated official to start the engine. Another signal will follow to exit the pit lane and rejoin the race.**

**G. Consistently driving off the track, involvement in incidents resulting in damage or any episodes of dangerous behaviour will be addressed with those involved. If discussions are not effective in correcting a driver's performance or attitude, that driver may be subject to suspension from one or more series races or exclusion from the series entirely. Any episode of dangerous behaviour which, in the sole opinion of event officials, warrants suspension of a driver's racing privileges may also result in loss of BMF license, forfeiture of all series points and exclusion from future FBRC events.**

**H. Any time a driver enters the pits to be counselled or have the car checked; the driver shall park the car in neutral, turn off the engine and stay off the brakes.**

**I. If, in the sole opinion of FBRC and/or BMF/CRC, additional training might improve a disqualified driver's chances of regaining driver privileges, the remedial lapping sessions or driving school courses will be recommended.**

**J. Drivers arriving late for pre-grid and the warm-up laps may be penalized and be required to start at the back of the grid.**

**K. All competitors, competitors friends, relatives and/or other relations to the competitor are expected to conduct themselves in a sportsmanlike manner at all times. All complaints, protests and any form of official discussions are to be directed to the appropriate FBRC personnel by the competitor only.**

**L. Any abuse of FBRC personnel (verbal or other) may be penalized or worse.**

## **14. Notice**

**The interest of safety overrides all other rules. Unsafe behaviour will be dealt with in a manner deemed fit by the Race Director or the Chief Steward.**

**FBRC reserves the right to withhold, enforce, or increase penalties on a case-by-case basis.**

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All rules and regulations contained herein or which are detailed in any addenda or appendices of this document may be modified, enhanced, or deleted at any time at the discretion of FBRC. It is the responsibility of the competitor to stay update with all changes.

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