

## BMW-TT Rule set



### **BMW-TT Overview:**

- **Purpose:** BMW Time Trials(BMW-TT) event offers a driver a competitive step up from driving school event, instructing, and Auto-X, but falls short of all out club racing. A driver can use the same car and tech preparation used during the driving school.
- **Driver Eligibility:** BMW-TT is open to A-Solo and A group students (with approval) and all driving school instructors. Drivers can also participate from other organizations such as SCCA, NASA and PCA.
- **Basic Premise:** The art of a successful run at time trials is to find a spot on the track where you are not impeded by other traffic, and then to run your smoothest lap. Each participant tests their skills against the track, and by so doing, each time trial participant is compared to their fellow participants by using a transponder on each car. It is you against the clock.

### **BMW-TT Rules:**

1. All drivers must be a current member of BMW CCA.
2. All drivers must sign the BMW CCA waiver. Any driver that has not signed the waiver will not be allowed on the track.
3. All BMW-TT drivers need to check in and retrieve their packet and transponder if rented.
4. Drivers should come to the event with a driving school tech form filled out and ready to go. BMW-TT cars might be required to run through a tech area that the event Tech has decided.

5. **Classing:** There will be three basic classifications at these events. M-car, Non-M car and Non-BMW. Sub classification is Street tires vs R-Compound tires. The goal is to keep classes to a very basic set, and encourage fun rather than too much competition. Note: BMW Frankencars(BMW chassis with non BMW motor) will be placed in a Non-BMW class.

<b>Class Designation</b>	<b>Meaning</b>
<b><u>M-S</u></b>	BMW M-Car, Street Tires
<b><u>M-R</u></b>	BMW M-Car, R-Compound Tires
<b><u>NM-S</u></b>	BMW Non-M-Car, Street Tires
<b><u>NM-R</u></b>	BMW Non-M-Car, R-Compound Tires
<b><u>NON-S</u></b>	Non BMW Car, Street Tires
<b><u>NON-R</u></b>	Non BMW Car, R-Compound Tires

6. **All drivers need to have numbers on their cars.** They should be 8" tall for visibility. If there is a conflict of numbers, one of the drivers will change their number to be unique. Numbers can be permanent or made with blue tape or shoe polish. Any car showing up to grid without a number will be sent back to the paddock.
7. **Each vehicle needs to have an AMB/ MyLaps TranX260 or X2 transponder** attached to the car. It should be vertical, outside the car and as low as possible to the ground so the loop will be able to pick it up and record the time. It is the driver's responsibility to verify their lap times are being recorded each session and that it is for the proper car/driver.
8. There are typically four sessions during the day with a download after each one.
9. **Drivers must attend the morning drivers meeting.**
10. **Drivers must come to the designated downloads** after driving in each session unless they are excused by the Competition Steward.
11. **Sessions are judged by single best lap time** of each driver in that session.
12. Drivers must to know where to enter (and exit the track) and where the hotpits are. Also, if drivers are exiting the track mid-session and there is a different track exit rule in effect, drivers need to know this and adhere to it.
13. **The first session of the day is a warm up.** It is single fastest lap in a session that determines the drivers time for that session. The grid order for session two is set by the best single lap times in session one for the entire group. This continues for session three and four. Drivers do not have to do the whole session.
14. **All sessions will begin with one lap under full course yellow flag** conditions. (It is advantageous for the group exit grid in a quick and orderly fashion.)
15. **After the one lap under yellow conditions at the start of session**, the green flag will be waived making it a flying start for the group.













16. **If a train develops**, use the hotpit area. This allows others by, and give the driver some open track.
17. **Passing** is allowed anywhere that makes sense. The driver making the pass is to move off-line and complete the pass safely. The driver being passed stays on the driving line.
18. **A point-by** is encouraged, but not required for passing.
19. **The results** and grid order for each session are posted for the group (usually during the download). The drivers need to look at the grid order for the next session and see what grid spot they need to go to. Drivers should not be relying on the grid staff to know what grid position they should be driving to.
20. **Drivers should get to grid early** enough to get into their grid position and get ready to go out on time.
21. **The downloads** (after each session) are mandatory and cover any (or all) of the following:
  - a. Any issues from the session just run
  - b. New information for the next session
  - c. Any hazards on the course
  - d. The results and grid order for the next session
  - e. Any educational content
22. **Drivers** must be able to fulfil the following criteria to be in this group.
  - A driver in A group or higher that can effectively keep their car in control at a pace that will not hold up a healthy paced A group.
  - They have situational awareness and are able to pass and be passed without much effort while keeping an eye out for flags.
  - They are fine with higher closing speeds from high HP cars being on course at the same time and not get flustered.
  - They can play nice in the group and drive confidently, without being overly aggressive.
  - They won't feel pressured to do a drive beyond their limits just because they suddenly have a transponder mounted to the car.
23. **There will be no scrubbing of tires** on the outlap in any session.
24. **Unsportsmanlike** (on or off the track) or overly aggressive driving will not be tolerated. The event stewards can disqualify or remove a driver from the event if they cannot drive in a safe and cooperative manner.
25. **Off track offences:** If the driver goes off track during a session or spins the car, the driver should self-report to the black flag station (usually in the hotpit area). The

driver should not wait to be black flagged during the session to come into black flag station. The stewards can look over the car to make sure it is ok to go back onto the race course, and talk to the driver. The event stewards will DNF the drivers session and not record a lap time if the off track excursion (of more than two wheels off) or a big spin/tank slapper. The following are guidelines, but the event stewards have the final say.

- a. One spin during a session – self report to black flag station.
  - b. Two spins during a session or half day (morning or afternoon)- driver needs to self-report to black flag station, come in to the paddock, and sit out the rest of the session.
  - c. Three spins during a day – self report to black flag station and the driver is done for the day.
  - d. If you go off track more than 2 wheels or spin, **you will get a DQ for that session and will not get a time for that session.**
26. **Flags:** Drivers need to know and act appropriately to the flags displayed during a session. A flag reference is listed below. There should be no passing after the checker flag is thrown, unless it is necessary.
27. **Track-passes :** Handing out track passes helps determine drivers that are skipping download sessions and morning drivers meetings. If the competition steward decides to use track passes for an event, all drivers attending a meeting or download session will get a pass to show on grid for the next session. If a driver does not get a pass, then they do not go out in the following session. Instructors or other drivers that cannot attend the meeting must check in with the competition steward before the next session to get their track pass.
28. **Passengers:** Only instructors are allowed to have passengers in their cars for Time Trial sessions. If an instructor goes off course or spins with a passenger in the car, it is considered a big offence.
29. **Sponsor decals** may be required for some awards and prizes on driver's cars. If drivers do not want to make the decals permanent on their vehicles, they can put the decal on top of blue tape or put the decal on window glass for easier removal.
30. **Stewards:** A minimum of 2 Stewards for BMW CCA Club Racing TT events are required for the event: Competition Steward, Timing and Scoring Steward. All assigned stewards need to be onsite and cannot have any other duties (ie., competing in the event, or any other official function.) If it is a joint event with another organization, Timing and Scoring responsibilities may be filled by the other organization.
31. **Race Chairperson:** It is not recommended that the race chairman drive in the TT sessions of the event. If the race chairman does decide to drive, it is highly recommended that that race chairman designate a Person-in-Charge while they are on the track or unavailable. This is in case they are involved in an incident where they may be temporarily disabled or otherwise not available to help govern the situation.

32. **Lighting Boards** - It's also worth noting a number of circuits are now using lighting systems around the track as well as the usual track day flags, usually flashing either green, yellow or red. They represent the exact same meaning as the flags, but they're simply easier to see. Plus, they act as a few more points of communication around the track.
33. **Hotpit Speeds:** Drivers need to obey the Club Racing rule of 35MPH maximum for hot pit lane speeds. Drivers caught speeding in the hotpit will be black flagged.
34. **Bypassing Grid:** Drivers need to pass through grid to get on course. Drivers bypassing grid (especially when going out mid-session) will be black flagged.

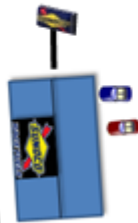


		
Green Flag – Start race. Entire track is "hot."	Passing Flag – Check mirrors. Someone close may want to pass.	White Flag – Vehicle(s) on track at non-racing speed (wrecker, race car, or ambulance).
		
Yellow Flag – Caution. No passing. Incident just off racing surface. Will also backup waving yellow.	Black Flag – Driver error. Come into pits.	Mechanical Flag – Something wrong with car. Come in to pits.
		
Waving Yellow – No passing. Incident on track just ahead. Be prepared to slow or stop.	Furled Black Flag – Pointed at driver is a warning only!	Red Flag – Check mirrors. Come to a controlled, safe stop at or near corner worker.
		
Double Yellow – Full course caution. No passing unless directed.	Surface Flag – Oil, water, dirt or debris on track.	Checker – End of race or practice.

Page 6

## DE vs. Club Racing Passing

- In the Driver Education world, you controlled the pass
- In BMW Club Racing you're not the sole decision maker in the pass
- You only get to participate (and participate you must!)



**bimmerworld**



Be consistent, predictable and communicate with your car!

Passing without a point-by requires anticipation and cooperation.

**bimmerworld**



## Expected Learning Outcomes

- Get the cars close to each other and get comfortable being close
- Practice consistency and predictability
- Anticipate the pass and cooperate during open track passing
- Maintain 360° situational awareness
- Communicate with your car

**bimmerworld**



## Expected Learning Outcomes

1. Identify best locations for passing opportunities
2. Engage other cars, work together, facilitate passing
3. Manage space, always allow racing room
4. Practice end of brake zone and corner passes
5. Anticipate passing opportunities and cooperate with other drivers to pass safely

**bimmerworld**



## The Three Types of Passes

1. The Braking Zone Pass (left or right)
2. The High-Horsepower Pass
3. The Draft-by Pass

[bimmerworld](#)



## The Most Common Pass...

is the end of brake zone, pass car on the inside

- **Car being passed:** Position and keep car left or right, **BE PREDICTABLE**. Signal with an (optional) quick wave with hand inside car
- **Car passing:** Follow behind, pop out, pass closely, and **WAIT** to turn in until your turn in point! Don't veer off and turn in early in a rush to get away from the car you're passing
- **Benefits of this technique:** A) It's faster for both cars, B) It's safer - close is safe, C) You control the turn-in point of both you and the car you're passing, removing situational ambiguity

[bimmerworld](#)



## Time to Step-up Your Game!

### The Perfect Lap

- Be accurate to the inch
- Repeat what worked, analyze what didn't
- Focus, concentrate and practice consistency
- In a race weekend, live timing will be used for qualifying, make sure your transponder is activated
- Prioritize and eliminate distractions
  - Everything stays exactly the same, every lap
  - The smooth racing lap is one part of a repetitive "tape loop"
  - Build stamina – your movements in the car should be economical and fluid

**bimmerworld**

### Mistakes Leading to the Agriculture

- Mental lapses
- Turning in too early
- Excessive entry speed
- Mismatched downshifts
- Wheels off track-trying to re-enter abruptly
- Overuse of mirrors create big lapses in concentration



**bimmerworld**

# Track Session



Warm-up and Establish a Rhythm

## Directions:

- Practice session to increase confidence, comfort and ease in tighter traffic conditions
- Run several sets of consistent “8/10” laps
- Deal with traffic and strive for mistake-free laps
- Be accurate to the inch and to the second
- Make only small adjustments, without losing rhythm

**bimmerworld**



## Expected Learning Outcomes

- Put together all the skills you learned at this school
- **Watch for flags! Watch for flags! Watch for flags!**
- Control aggression - be safe, consistent and confident
- Be predictable - Hold your line when being passed
- Maintain 360° situational awareness
- Expect the unexpected
- Communicate with your car
- Get comfortable with the sights, sounds and intensity of turn 1, (2, 3, 4, 5...)
- Evaluate and safely execute passing opportunities
- Ensure adequate racing room for everyone during passing
- Protect - one defensive move only!
- Stay in the “race” - close is safe

**bimmerworld**

And now, a word from our sponsors...

**TIRE RACK**  
.com

**bimmerworld**

**OPTIMA**  
BATTERIES  
THE ULTIMATE POWER SOURCE™

**VAC**  
MOTORSPORTS

**PFC**

**Grassroots**  
**Motorsports**  
THE HARDCORE SPORTS CAR MAGAZINE

**RED LINE**  
SYNTHETIC OIL

**MCS**  
MOTION CONTROL SUSPENSION

**SUNOCO**  
RACE FUELS

**HMS**  
motorsport

**OFF CAMBER**  
RACING PRODUCTS  
WWW.OFFCAMBERMOTORSPORT.COM