



## General Regulations for Series run on Circuits / Automobile Sport

Name of the Series:

**BMW M2 Cup**

DMSB-Visa Number:

**302/23**

**Status of the Series/Events: National A**

With the BMW M2 Cup, a series will be announced in 2023 that aims to enable young talent drivers in particular to enter touring car racing with manageable financial expenses and at the same time guarantee the greatest possible equality of opportunity. For this reason, all race cars for the BMW M2 Cup are provided, transported and prepared by the series organiser between the race events. The series organiser will strive to keep all cars at the same technical level throughout the season, thus highlighting the driving potential of each driver regardless of financial background. Next to this there will be a separate standing aiming towards and training the soft skills of the drivers. This will be explained in more detail in the organisational regulations.

In the 2023 season, a total of 12 races will be held at six events. The races are carried out over 30 minutes plus one (1) lap.

The competitions include a driver's championship and a rookie championship. In the following, the notation "Participant" is always chosen and describes driver and applicant.

Promoter / Organisation:

Project 1 Drivetime GmbH  
Von-Siemens-Str. 1  
49393 Lohne

Contacts:

Christian Göbel  
Series Manager BMW M2 Cup

Tel.-No.: +49-4442-80300  
Mobile: +49-173-7248713  
Fax-No.: +49-4442-803040  
Homepage: [www.bmwm2cup.com](http://www.bmwm2cup.com)  
E-Mail: [info@bmwm2cup.com](mailto:info@bmwm2cup.com)

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## **Part 1 Sporting Regulations**

### **1. Introduction**

The series BMW M2 Cup is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the DMSB. It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 275 resp. 277); see article 3.

The events will be organised in compliance with the DMSB General Event and Circuit Regulations unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

### **2. Organisation**

#### **2.1 Details on titles and awards of the Series**

The Project 1 Drivetime GmbH, here in after referred to as series organiser, organises the BMW M2 Cup for the year 2023.

#### **2.2 Name of the parent ASN**

DMSB – Deutscher Motor Sport Bund e.V.  
Hahnstraße 70, 60528 Frankfurt  
Homepage: [www.dmsb.de](http://www.dmsb.de)  
E-Mail: [info@dmsb.de](mailto:info@dmsb.de)

#### **2.3 ASN Visum/Registration Number**

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 11.04.2023 with visa number 302/23.

#### **2.4 Name of the Organiser/Promoter, address, and contacts (Permanent office)**

Project 1 Drivetime GmbH  
Von-Siemens-Straße 1  
49393 Lohne

#### **2.5 Composition of the organising committee**

Jörg Michaelis  
Christian Göbel  
Björn Wiegard

#### **2.6 List of Officials (Permanent Stewards) (see also relevant Supplementary Event Regulations)**

Volker Ehekircher (Race Director)	Licence-No. SPA 1095940
Horst Wippermann (Technical scrutineer/Obmann)	Licence No. SPA 1036621
Jean Philipp Bette (Technical scrutineer)	Licence No. SPA 1198229

### 3. Regulations and Legal Basis of the Series

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB Licence Regulations
- DMSB Legal System and Code of Procedure (RuVO)
- FIA Judicial and Disciplinary Rules
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements (Bulletins)
- FIA Code of Ethics and Code of Good Conduct and DMSB Code of Ethics
- Other provisions issued by the FIA and by the DMSB

Changes to the regulations are, in accordance with the DMSB, also possible during the season via Bulletin. Each change to the regulation must be approved by the DMSB and the participants will be informed in writing via a bulletin.

Anything not explicitly permitted in these regulations is prohibited with regard to the BMW M2 Cup. Furthermore, the series organiser refers to the supplementary regulations of the relevant organiser.

These general regulations take precedence over the supplementary regulations of the organiser if the supplementary regulations of the organiser are contrary to these regulations.

If one of the provisions above is to become void, this does not affect the effectiveness of the remaining provisions and agreements.

For questions that arise as a result of these regulations, the series organiser is responsible.

#### 3.1 Official Language

German

Only the German and DMSB approved text of regulations will be binding.

#### 3.2 Responsibility, Modification of the Regulations, Cancellation of the Event

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.
- (2) Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.

- (3) The series organiser reserves the right to cancel or postpone the event or individual races for the aforementioned reasons, subject to the agreement of the respective ASN and the FIA, if it affects the calendar. Compensation or claims for performance are excluded in this case.

## **4. Entries**

### **4.1 Registrations/Entries, Entry Closing Date and Obligation to Participate**

Competitors and drivers may submit their application to be admitted to the BMW M2 Cup by using the provided entry form.

The completed „Application for Driver Entry“ needs to be sent as an original (by post) as well as a digital copy (email) until the 14<sup>th</sup> of May 2023 to the following address:

Project 1 Drivetime GmbH  
c/o Christian Göbel  
Von-Siemens-Straße 1  
49393 Lohne  
Germany

+49 4442 80 30 0  
c.goebel@bmwm2cup.com

In the case of minors, the application must be signed by the driver's legal guardians.

The Series organiser reserves the right to accept late entry forms.

With the submission of the entry form, entrant and driver charge and authorise the series organiser to submit entry forms on his behalf for those events which form part of the series BMW M2 Cup (block entry).

By signing the registration form, the competitor/driver confirms that non-participation (except in the case of force majeure/the decision whether force majeure exists is the responsibility of the Organising Committee) will be punished with a fine of €10,000 plus VAT per car per event weekend. The fine must be paid to the series organiser/promoter.

The series organiser reserves the right to exempt drivers from this obligation or, in special cases, to approve different regulations (e.g., using a substitute driver).

The licensing requirements from Art. 5.1 and 5.2 must be observed. If these articles are violated, no admission to the start can be granted. In this case, the registration fee paid will not be refunded.

The series organiser reserves the right to cancel the entire series BMW M2 Cup, if less than 16 participants registered for the series.

### **4.2 Entry fees for the season and per event**

The registration/entry fees as well as a possible deposit are payable as specified on the entry form. The following registration/entry fees are payable by the participants:

120.000 € (one hundred twenty thousand Euros) plus VAT.

The registration fee is payable to the Series organiser/Promoter immediately upon registration after receipt of the respective Invoice issued by the series organiser/promoter.

Project 1 Drivetime GmbH  
VR-Bank Dinklage-Steinfeld  
BIC: GENODEF1DIK  
IBAN: DE17 2806 5108 0016 1926 00  
Reference: BMW M2 Cup 2023

Only a fully paid registration/entry fee and a careful audit from the organiser/promoter make a valid „Application for Driver Entry“.

If the series organiser receives entries after the end of the entry deadline, the entry fee payable increases automatically to 130,000 EUR plus VAT.

Drivers who have participated in the series but retire before the end of the season without a corresponding written request by the series organiser are not entitled to reimbursement of the registration fee (completely or partially).

All the accepted participants will receive a written confirmation of their registration.

The series organiser reserves the right to refuse entry forms and will provide reasons why.

Additional costs see Organisational Regulations.

### **4.3 Competition numbers**

The participants will get permanent competition numbers from the series organiser for the whole season.

With the entry form the participants have the opportunity to reserve a specific start number for the series (in the range from 2 to 99).

The series organiser finally decides whether the reservation can be taken into account.

## **5. Licences**

### **5.1 Required grade of licence**

#### **a) Driver**

Drivers must hold a valid International entrant's and driver's licence for 2023 issued by the DMSB or by another ASN affiliated, of Grades

International Licence Grade A (ITA)  
International Licence Grade B (ITB)  
International Licence Grade C-Circuit (ITC-C)  
International Licence Grade D-Circuit (ITD-C)

Drivers must hold a valid National entrant's and driver's licence for 2023 issued by the DMSB or by another ASN affiliated, of Grades

National Licence Grade A

#### **b) Entrants**

Entrants wishing to register with the driver must be in possession of a national commercial or club licence issued by the DMSB or by another ASN affiliated to the FIA and valid for the year 2023.

**c) DMSB-Sponsor-Card**

Sponsors who wish to be named in addition to the driver's name in the official program, as well as the list of nominations, starters and results, without assuming the role of an entrant can do so by purchasing a "DMSB sponsor card for companies, clubs, teams".

The series organiser reserves the right to refuse sponsors or namesakes with reasons, in particular if they are in competition with BMW in the area of production and distribution of motor vehicles (including parts and accessories) as well as vehicle financing, leasing and mobility services or to the series sponsors, sponsors of the organisers and also in conflict with the ISG.

**d) Guest drivers**

Series organiser/Promoter may admit guest drivers with a valid

- ☒ International or National entrant's and driver's licence in accordance with Article 5.1a)

for its race events.

Special provisions / regulations for guest starters

The entry fee for a single event is € 25,000 plus VAT and inclusive costs for the insurance. (see organisational regulations).

**Guest drivers are not entitled to points.**

The guest start will only be confirmed after the registration fee has been received by Project 1 Drivetime GmbH on the account specified under Art. 4.2.

The series organiser reserves the right to occupy one or more cars with "VIP drivers". VIP drivers are treated like guest starters.

**e) Age regulations:**

In accordance with the valid DMSB Licence Regulations

**5.2 Conditions for entrants outside their national territory:**

For events with the status "National A" participants with a DMSB licence as well as a licence of another FIA connected ASN are allowed to participate and get points (except guest starters).

Foreign competitors / drivers have to present the approval of their own ASN.

This permission must be submitted by the competitor/driver at Administrative Checks in German or in English language.

**6. Insurance; Liability exclusion and disclaimer****6.1 Organiser's/promoter's insurance**

In accordance with DMSB Event Regulations.

## **6.2 Declaration by the competitor, driver and passenger (=participant) on the exclusion of liability, Disclaimer of the car owner**

In accordance with DMSB Event Regulations.

The participants declare the renunciation of claims of any kind for damages that arise in connection with the event, namely to Bayerische Motoren Werke AG and Project 1 Drivetime GmbH, as well as their organs, employees, and representatives.

## **7. Events**

### **7.1 Calendar of events (provisional calendar possibly)**

	Date	Racetrack
1	26.-28.05.2023	Oschersleben (DE)
2	07.-09.-07.2023	Norisring (DE)
3	04.-06.08.2023	Nürburgring Grand-Prix (DE)
4	18.-20.08.2023	Lausitzring (DE)
5	08.-10.09.2023	Sachsenring (DE)
6	22.-24.09.2023	Red Bull Ring (AT)

### **7.2 Maximum number of cars authorised**

The maximum number of cars is defined in the circuit license and listed in the Supplementary Event Regulations of the event.

### **7.3 Running of the events**

#### **a) Practice**

One free practice session of 45 minutes and one timed practice sessions (qualifying) of 35 minutes are scheduled for each event.

Each driver must complete at least three (3) timed laps in free practice. Any driver failing to comply with these criteria may result in not be admitted to the start. The final decision shall be taken by the Race Director. An exception to this rule is the decision of the Stewards.

The following applies for the stopping of practice:

Should it become necessary to stop a practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all marshal posts and the abort lights to be shown at the start line. When the signal to stop practice is given overtaking is forbidden and all cars must proceed slowly back to their respective pits – max. speed 80 km/h on the whole track except the pit lane. All cars abandoned on the track will be recovered. The organiser will bring them back to the pit lane, if possible, without being obliged to do so.

The Race Director may interrupt practice as often and as long as they think necessary to clear the track or to allow the recovery of a car.

An interruption of the free practice or official timed practice does not lead to an extension of the corresponding part of the event or to change the schedule.



Should one or more sessions thus be interrupted, no protest will be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

An aborted/cancelled practice session will only be restarted on the instruction of the race director.

**b) Qualification**

- (1) The fastest lap time in the official timed practice determines the starting line-up for race 1.  
The second fastest lap time in the official timed practice determines the starting line-up for race 2.  
Each driver must complete at least two (2) timed laps in qualifying. Any driver failing to comply with these criteria, admission to one or both races can be refused. The final decision shall be taken by the Race Director.

The minimum qualification to be admitted to the start results from the fastest lap time in the official timed practice plus 30%.

- (2) Any driver failing to comply with this qualification criteria will generally not be admitted to the start. The final decision shall be taken by the Race Director. An exception to this rule is the decision of the Stewards.
- (3) If a driver sets a faster lap time than any of their previous ones when yellow flags are shown at any point on the circuit, this lap time will be deleted. Additional classification and/or other penalties may be inflicted by the Race Director and/or the Stewards.
- (4) Any driver taking part in qualifying session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to penalties.
- (5) Immediately after the qualifying, the fastest lap times of each driver will be published. Should several drivers set identical times during a qualifying, priority will be given to the driver who set it first.
- (6) If the official timed practice is stopped and cannot be re-started due to extraordinary circumstances, the following applies:
  - a. If, at the moment of the stopping of the qualifying, all drivers have started and completed a lap outside the pit plane, the starting grid will be based on the lap times set in this qualifying, by the time of the suspension, all drivers have started a lap outside the pit lane and finished a lap outside the pit lane, the lap times achieved in this qualifying session will be used for the starting grid.
  - b. If, at the moment of the stopping of the qualifying, not all of the drivers have started and completed a lap outside the pit lane (timed lap), the first part of the starting grid will be based on the lap times set by the drivers who have completed a timed lap. The second part of the starting grid with all the drivers who have not completed a timed lap will then be based on the current Drivers' Championship standing.
  - c. In this case, too, the fastest lap time per driver is relevant for race 1 and the second fastest lap time for race 2.
- (7) If the qualifying could not take place, the following regulations apply.
  - a. If due to exceptional circumstances the qualifying does not take place, the order of the starting position is determined according to the last standings in the driver's championship. Guest starters will be placed in order after receipt of the entry behind registered drivers. The guest starter who has entered first has the first starting place after the last registered driver, etc.
  - b. In this case, the starting order of race 1 and race 2 will be identical.  
Except: Corresponding penalties against a driver after Race 1 (for Race 2) apply.
  - c. If no qualifying takes place at the first event of the season, the order of the starting position will be determined on the basis of the times achieved in the

free training of this event. If this is not possible, the order of the starting position will be determined by a lottery procedure.

#### Starting Grid

- (8) The order of the starting positions for the races result from the fastest lap times determined in qualifying as follows:  
The driver with the fastest lap time is in starting position one, the driver with the second fastest lap time is in starting position two and so on. The starting positions cannot be exchanged.
- (9) If more than one driver fails to achieve a lap time in a qualifying session (for reasons other than the cancellation of the qualifying), these drivers will be placed at the end of the grid in the following order:
- a. the drivers who have started on a classified lap;
  - b. the drivers who have not started on a classified lap;
  - c. the drivers who have not left the pit lane;
  - d. drivers who are moved from the application to the end of the starting grid have priority over drivers who receive a corresponding penalty for the race.
  - e. Drivers whose lap times have been cancelled/deleted by the race director or the Stewards must be placed behind the previously listed drivers at the end of the starting grid.  
If more than one driver has had the entire lap times deleted, the order is based on the current Driver's championship standing.

#### c) Starting modes

The races will be started as follows:

- ☒ Standing start with staggered formation (GP start)

#### d) Races

The races will run over the distance of 30 minutes plus one (1) lap.  
The finish line applies both to the track and to the pit lane.

If a race is canceled for reasons of force majeure or for safety reasons, the series organiser reserves the right to reduce the number of races via bulletin and/or to determine a substitute/additional event. The conditions of a possible substitute/additional event will be determined in the aforementioned bulletin. The series organiser is not obliged to reschedule a race within an event in its original format.

#### e) Pit Stop

No official pit stops.

#### f) Warnings

- (1) Any driver against whom five (5) warnings are issued during the same BMW M2 Cup season shall, after the imposition of the fifth (5th) caution, be demoted by three (3) positions on the grid at the next session. In the event that the fifth (5th) warning is imposed as a result of an incident during an event, this demotion in the starting grid will be applied at the next session in which the driver participates.
- (2) If a driver is given an eighth (8th) warning during the same BMW M2 Cup season, this driver will be moved back five (5) positions on the grid for the next session. In the event that the eighth (8th) warning is issued due to an incident during a competition round,

this demotion on the grid will be applied at the next session in which the driver participates. Once the driver has been demoted five places on the grid, all cautions within the meaning of this article shall be cancelled.

## 8. Classification

The BMW M2 Cup 2023 includes six (6) events with a total of twelve (12) races. There is an overall rating for all participating and registered drivers with continuous scoring by finish. All final results of 2023 races will be taken into account.

In addition, there is one other classification (Rookie).

### Rookie-Classification

A driver is considered a rookie participant (age group, year of birth 2001 or later), who will start in the BMW M2 Cup for the first time in 2023, or did a maximum of two (2) guest starts in the BMW M2 Cup 2022.

The rookie-classification will be carried out with a minimum of five (5) drivers.

Participation in the rookie competition must be indicated on the entry form.

The series organiser reserves the right to refuse entry forms for the rookie classification by stating reasons.

### 8.1 Scale of points

The car placed first will be the one having covered the scheduled distance with their car in the shortest time, including all eventual penalties.

In order to be classified a driver who has taken the start must have completed at least 75% of the winner's race distance.

The following points will be awarded if a race is shortened or stopped and not resumed:

At least 75% of the scheduled distance	full points
Suspension after completion of the 2nd race lap and less than 75% of the scheduled distance	half points
Suspension before completion of the 2nd race lap	no points

All the results achieved in the races will be taken into consideration for the classification established at the end of the year. There are no void results.

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

#### a) Race

For each race, points are awarded for the driver, rookie and trophy championship according to the table below:

1 <sup>st</sup> place: 20 points	6 <sup>th</sup> place: 10 points	11 <sup>th</sup> place: 5 points
2 <sup>nd</sup> place: 18 points	7 <sup>th</sup> place: 9 points	12 <sup>th</sup> place: 4 points
3 <sup>rd</sup> place: 16 points	8 <sup>th</sup> place: 8 points	13 <sup>th</sup> place: 3 points

4 <sup>th</sup> place:	14 points	9 <sup>th</sup> place:	7 points	14 <sup>th</sup> place:	2 points
5 <sup>th</sup> place:	12 points	10 <sup>th</sup> place:	6 points	15 <sup>th</sup> place:	1 point

Points are awarded according to the result of the respective category.

If points (Art. 8.1 a) are achieved from guest starters who are not eligible for points, these points will be awarded to other moving up starters.

In addition, one point is awarded (only overall driver championship classification) for the fastest race lap. In case the driver with the fastest lap ends up not qualifying/finishing in the respective session the point won't be passed on.

#### **b) Qualifying**

The first three (Top 3) of the official timed practice receive the following points in addition to the regular score:

1 <sup>st</sup> place	3 points
2 <sup>nd</sup> place	2 points
3 <sup>rd</sup> place	1 point

There are no additional points awarded for the rookie and/or trophy classification in the official timed practice.

Points achieved by guest starters (Art. 8.1 b) expire and won't be passed on.

If no qualifying could take place, no points will be awarded.

### **8.2 Equality of points**

In the event of a tie (ex aequo) after the last race of the season, the larger number of first, then second and possibly further placings of the drivers with equal points in the races will decide their order in the corresponding championship ranking. If none of the drivers with the same number of points has an advantage, the better placing in the last race will decide. If none of the drivers with the same number of points has an advantage, the organising committee will make a decision.

### **9. Private practice and testing**

Private trainings and tests are allowed.

Except: From the Monday prior to commencement of a BMW M2 Cup event, tests by a registered driver are prohibited on the respective track. The test ban does not apply to tests organised by the series organiser/promoter.

Deviations from this rule need to be discussed with the organiser/promotor and confirmed before execution.

Violations of the test restrictions will be sanctioned as follows:

The respective driver gets a ten (10) position grid drop for the next two races.

### **10. Administrative checks:**

The following documents must be presented by the driver/entrant:

- Entry confirmation
- Driver's licence

- Authorisation to take part in events abroad from the parent ASN
- Medical aptitude form
- Enrollment form as an original

### **10.1 Timetable administrative checks:**

See relevant Supplementary Event Regulations or official notice board.

### **10.2 Drivers meeting/briefing:**

The drivers meeting/briefing is scheduled at every BMW M2 Cup event on Thursday 8.00 pm. The exact place (possible online) and time of the drivers' briefing will be published in the Supplementary Regulations respectively digital notice board (see art. 18). Every driver and every competitor, whose car is eligible to participate in the event, must attend the entire drivers' briefing. Failure to participate, late arrival or early departure will be penalised with a 250 € fine imposed by the Race Director.

The excused absent or paying the set penalty does not substitute the participation at the drivers meeting/briefing. Competing without a drivers meeting/briefing is only permitted by special approval from the Race Director.

## **11. Scrutineering/Technical checks**

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (incl. Competition numbers) and it must comply with the applicable technical regulations.

The following car documents must be presented:

- Technical passport or registration document/motor vehicle registration certificate Part I
- Certificate for rollover structure
- Certificate for fuel tank

### **11.1 Repair, sealing and marking of car parts:**

All required seals must be present.

### **11.2 Timetable Scrutineering/ Technical checks:**

#### **Timetable:**

See relevant Supplementary Event Regulations or official notice board.

#### **Technical checks:**

The technical checks at a BMW M2 Cup event are carried out in the respective team tents in accordance with the schedule.

All cars must be made available for further investigation at any time during the event, even after the technical acceptance. The tyres labelled for the corresponding car and the relevant event must be made to the Chief Scrutineer upon request at any time during the event.

If, after the technical acceptance, a car has been damaged or modified or converted to such an extent that its compliance with the technical regulations and/or the safety regulations can

be questioned, it must be presented the Technical Scrutineers for re-approval without further request.

## **12. Race**

### **12.1 Use of wet-weather tyres**

see part 1 art. 20.4

## **13. Pit Lane**

- (1) The pit allocation issued by the series organiser for each event must be adhered to.
- (2) Only persons holding an appropriate pass (issued by the BMW M2 Cup organisation) are admitted in the pit area. Admitted persons are not allowed to affect the ongoing session of the BMW M2 Cup – except BMW M2 Cup officials. Violation can be fined with 500 € plus VAT.
- (3) During a BMW M2 Cup event, climbing onto the protective fences of the pit wall is prohibited, especially at the end of the race.
- (4) All persons present in the pit lane during a session must wear long pants and sturdy/closed shoes.
- (5) Animals, except those which may have been expressly authorised by the organiser for use by security services, are forbidden on the track, in the paddocks and in the pit lane.

Persons who violate these regulations may be deprived of the right to enter the pit lane in addition to the aforementioned fine in art 13 (2).

### **13.1 Maximum number of persons working on a car and safety equipment:**

The series organiser or commissioned service provider by the series organiser will provide at least one mechanic for three registered cars during an event of the BMW M2 Cup. The number of mechanics of the series organiser or commissioned service provider by the series organiser is not limited per car.

### **13.2 Pit stop safety and competitor responsibility when starting from the pit area**

- (1) During a BMW M2 Cup Event, the drivers may only leave the pit lane when the green pit exit light is on. A marshal with a blue flag and/or a blue flashing light will warn the drivers if a car approaches the pit lane exit on the track.
- (2) At no time may a car be reversed in the pit lane under its own power.
- (3) The cars must enter the pit stop station via the fast lane. Passing a car, which briefly blocks the fast lane is prohibited.
- (4) Definition of fast lane and working lane is part of the drivers meeting/briefing respectively will be announced in the briefing notes of the respective event.

Adherence to the maximum permissible speed is monitored. The result of a speed monitoring is a decision by a judge of fact.

Throughout the entire duration of the event, a speed limit of 60 km/h is enforced in the pit lane between the two markings (pit lane entry/ pit lane exit). Changes to the maximum permissible speed in the pit lane for safety reasons is in discretion of the Race Director.

Exceeding the speed limit in the pit lane is punished by the Race Director as follows:

- During free practice and and qualifying session:
  - Exceeding the speed limit by a maximum of 15 km/h: A fine of €50,- plus €10,- per km/h
  - Exceeded the speed limit by more than 15 km/h: A fine of €250,- plus a 3 place grid drop for the following race
- during the races:
  - Exceeded the speed limit by a maximum of 5 km/h: 10 sec. time penalty
  - Exceeding the speed limit more than 5 km/h: drive through-penalty

The Race Director may inflict additional penalties, in particular in the case of a dangerous breach or a repeated offence during the season.

Individual start practice may only be carried out in the area defined in the driver's briefing.

## 14. Title

### a) Title Overall Winner

The driver with the highest score after all of the races in the BMW M2 Cup is awarded the title:

#### **BMW M2 Cup Champion 2023**

All of the official and final results of the events (training and races) from the year 2023 are considered.

The "Champion BMW M2 Cup Champion 2023" undertakes at the request of the series organiser or BMW M to provide free of charge for an event located in Germany (e.g. "Essen Motor Show 2023" exhibition).

### b) Title Rookie Classification

The driver with the highest score in the rookie classification after all of the races in the BMW M2 Cup is awarded the title:

#### **BMW M2 Cup Rookie Champion 2023**

## 14.1 Prize Money and Trophies

### (1) Rating

#### a) Driver's Classification

After each race the top three drivers will be honoured at the award ceremony.

#### b) Rookie Classification

After each race the top three placed rookie participant will be honoured.

### (2) Annual Drivers' Classification

The three (3) best-placed drivers in the overall standings after all the races of the BMW M2 Cup will receive an invitation to receive the following advancements after the end of the season:

- 1st place: The first-placed driver in the driver's championship receives a BMW GT4 Cockpit for the 2024 season subsidized with 150.000 € with the team Project 1.
- 2nd place: The second-placed in the driver's championship will receive a BMW GT4 Cockpit for the 2024 season for the price of the BMW M2 Cup season 2023 (120.000€) with the team Project 1.
- 3rd place: The third-placed in the driver's championship receives an invitation to a test in a BMW GT4 after the 2023 season.

The support is earmarked and covers part of the operational costs arising for a BMW M4 GT4 vehicle in the 2024 season. The difference to the offer price of Project 1 is to be covered by the driver.

The cost assumptions relate to the operating costs of the vehicle and pure participation in the racing series. As in the BMW M2 Cup, insurance, damage, travel, etc. may incur additional costs that are billed to the driver. The serial organiser informs about the exact conditions.

#### **14.2 Disqualification from the BMW M2 Cup, Exclusion from Classification, Withdrawal of Prizes / Prize Money**

If these Supplementary Regulations, Sporting Regulations, Technical Regulations, special provisions are violated, or in the event of unsporting behaviour, particularly unsporting driving, depending on the severity of the offence, the stewards may exclude the offender from classification in the event in question, or the sports court may exclude the offender from the BMW M2 Cup altogether.

An appeal against the exclusion is the responsibility of the DMSB sports jurisdiction.

### **15. Protest and Appeals**

The FIA International Sporting Code, the DMSB event regulations, the DMSB Legal System and Code of Procedure, are applicable, as are the FIA Legal System and Code of Procedure for protests lodged with the FIA.

Protest deposit - payable to the relevant ASN:

International: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB

Status International 1.500,00 €

Appeal to the FIA – payable to the FIA: 6.000,00 €

(acc. to FIA Judicial and Disciplinary Rules)

(Protest and appeal deposits are exempt from VAT)

### **16. Exclusion of jurisdiction of a court and limitation of liability**

- (1) The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the stewards, the series organiser, or the organiser as judge in terms of § 661 German Civil Code.
- (2) No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.



## **17. TV rights/ Advertising and television rights**

All the copyright and picture rights lie with the series organiser including the pictures which are adopted by television broadcasts of the BMW M2 Cup.

All television rights of the BMW M2 Cup including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with the series organiser.

Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the series organiser is prohibited.

Approvals are given to the participants in an uncomplicated manner on request, providing this is the responsibility of the series organiser.

With the entry form all drivers and applicants agree that all of their image and advertising rights, which arise in connection with their involvement in the BMW M2 Cup, can be used by the series organiser or third parties who act with his consent for the marketing of the BMW M2 Cup can also be used free of charge beyond 2022.

## **18. Specific regulations**

It is forbidden to move against or sideways to the driving direction, except it is necessary to get the car out of a dangerous situation and/or an Official/Marshall advised the driver to do so (see DMSB Manual Article 13 resp. 7).

Further on it is forbidden for every participant to push the car outside of the pitlane during an event, except advised by a Steward.

The participant is only allowed help from Officials/Marshalls during practice, qualifying and the races outside the pitlane (see DMSB Manual Article 13 resp. 11).

If a participant needs assistance from the mobile track-safety team (mechanical assistance), the affected part of the event ends immediately.

The BMW M2 Cup provides a “virtual board” (<https://bmwm2cup.com/noticeboard> with all relevant information about drivers-information, events, tenders, bulletins, timetables, results, penalties, decisions from the Race Director etc.

Every participant is responsible for acknowledging the published information. It doesn't release one from the obligation of staying informed through the “official/virtual notice board of the respective organiser.

The needed login information will be announced in each “Drivers-Info” published by the series organiser.

Photos and videos not taken by authorised BMW M2 Cup staff are not eligible for decisions of the Race Director.

In addition to the in art. 4.2.8 mentioned maintenance work (organisational regulations) a driver can ask for the following:

At the driver's request, the mechanics of the series organiser or the service provider commissioned by the series organiser may carry out the changes to the vehicle listed above up to 90 minutes before the start of the respective part of the race at the latest.

After the expiry of the aforementioned time, no more changes are permitted.

Further special series regulations are published in the Organisational Regulations and Appendix.

## **19. Chassis allocation**

See Organisational Regulations.

## **20. Tyres**

Only prescribed tyres for the BMW M2 Cup provided by the official tyre supplier Goodyear are permitted.

Only the tyre types approved by series organiser for use with the corresponding car type (size, design, compound) may be used.

Each participant is personally responsible for equipping his car only with from the outside marked and for the event/event part approved tyres. These tires must be in such a condition that safety is guaranteed during the entire event. In the opposite case, the use or re-running of the track may be prohibited.

### **20.1 Tyre preparation**

The tread or the profile of the tyres must not be modified or recut. The tyres may not be chemically, mechanically or thermally treated. This prohibition also applies to the use of microwave and/or infra-red systems and the use of thermal-mechanical scrapers to remove contamination/ coarse dirt (stones/pick-up) on the surface of the slick tyres.

Only exceptions:

- Cooling of the tyres by means of water

Every device or action to increase the tyre temperature above the ambient temperature is prohibited (there is a tolerance of +/- 5°C to the ambient temperature).

Covering the tyres on the starting grid is not permitted. Only chemically unchanged ambient air or nitrogen may be used to inflate the tyres. The series organiser makes the decision on this.

### **20.2 Tyre identification and allocation**

All slick tyres must include a label (barcode) applied during production which enables the unambiguous identification of every individual tyre. Before the free practice for a BMW M2 Cup event, the slick tyres permitted at this event are recorded by the Technical Scrutineers using the barcode labels.

All newly registered tyres must be taken from the tyre supplier's storage at the event location. The participants will receive corresponding reports with the recorded barcode numbers for review and signing.

The tyres are assigned to the participants (drivers), not to the cars.

### 20.3 Slick tyres

- a) Participants who taking part in a BMW M2 Cup event for the first time are assigned a maximum of three new sets of tyres (one set consists of two front and two rear tyres) for the free practice, qualifying and the races.
- b) For the second and every further BMW M2 Cup event who a participant takes part, the car will be assigned a maximum of two new sets of tyres for the qualifying and the races.
- c) From the second event onwards, only one (1) used set of tires may be nominated for the free practice which was assigned to the participant at the previous event. The Chief Scrutineer or their representative must be notified of the barcode numbers of these tyres in writing before the beginning of the event.

Except: a participant takes part in a BMW M2 Cup event for the first time. (see paragraph a))

In addition, two (2) used tires (1x left and 1x right) can be nominated for the free practice, which were assigned to the participant at the previous event.

The Chief Scrutineer or their representative must be notified of the barcode numbers of these tyres in writing before the beginning of the event.

If, for understandable reasons, a participant is unable to nominate enough used tyres, the series organiser decides whether the participant concerned may also nominate other tyres (e.g. tyres that have not previously been assigned to the participant or new tyres).

As a general rule, only one set of slick tyres may be used in free practice. In the event of obvious damage to a tyre on a car, the damaged tyre may, with the approval of the Chief Scrutineer, also be changed during the free practice, provided that the tyres are from the contingent of the relevant participant or, in special cases, are approved by the series organiser (e.g. spare tyres for participants attending an event for the first time).

- d) A maximum of two new sets of slick tires per event are available to the participants for qualifying and the races. The Chief Scrutineer or their representative must be notified of the barcode numbers of these tyres in writing before the beginning of the event.

Except for changing damaged tyres or switching from dry-weather tyres to wet-weather tyres and vice versa, tyre changes are prohibited during the qualifying session.

- e) Each participant must start race 1 with the slick tires with which the qualifying was finished and which were fitted to the car the last time the finish line was crossed.

Except: The tire choice for slick tires in race 1 is free if the timed practice on rain tires has ended, provided that the tires have been nominated from the contingent of the relevant participant for the relevant part of the event.

- f) The choice of slick tires for race 2 is basically free, provided that the tires are nominated from the contingent of the relevant participant for the relevant part of the event.
- g) If cars utilise identical front and rear tyres, there is a clear and binding allocation to the axle by means of barcode numbers. Use on any other axle than the assigned axle is not permitted.

Except: In case of an unscheduled change due to obvious damage to a tyre during free practice, qualifying or races or scoring runs.

- h) At no time may a car drive on the race track with slick tyres that have not been issued for this car and this event
- i) Without the approval of the Chief Scrutineer, replacing tyres that have been assigned by the Technical Scrutineers at a BMW M2 Cup event is not permitted. Approval can only be granted in the event that tyre damage is the result of the production process as confirmed by the tyre manufacturer.
- j) Each participant can be assigned a maximum of two additional new tyres throughout the entire season, each as a replacement for one damaged tyre. The damaged tyre must be presented to the Chief Scrutineer or their representative before replacement
- k) Tyre pressure will be imposed as follows and will apply to all parts of the event throughout the year.

At the latest 120 minutes before the start of the respective part of the event, the series organisation/technical department will announce a "recommended tire pressure".

At the latest 90 minutes before the start of the respective part of the event, this pressure can be adjusted upwards by max. 0.25 bar at the request of the driver. (see art. 4.2.8 (Organisational Regulations)).

After the expiry of the aforementioned time, no more changes are permitted.

Exempt from this are safety-related changes, which may be imposed by the race director or the organisation.

## 20.4 Wet tyres

- a) Each participant has a new set of wet-weather tyres per event available for use in free practice, qualifying session and the races.
- b) If the weather conditions require, each participant receives at the instruction of the series organiser another new set of wet-weather tyres from the tire supplier's stock at the event location. In this case, the participants contingent of new slick tyres for this event will be reduced by one set (one set consists of two front and two rear tires). Exceptions are decided by the series organiser.
- c) Wet-weather tyres may only be used during free practice, qualifying or a race after the Race Director has declared the session a "wet practice"/"wet race"/"wet track" and the tyres have been registered in advance.

The race director reserves the right to prescribe all drivers to use rain tyres.

- d) Tyre pressure will be imposed as follows and will apply to all parts of the event throughout the year.

At the latest 120 minutes before the start of the respective part of the event, the series organisation/technical department will announce a "recommended tire pressure".

At the latest 90 minutes before the start of the respective part of the event, this pressure can be adjusted upwards by max. 0.25 bar at the request of the driver. (see art. 4.2.8 (Organisational Regulations)).

After the expiry of the aforementioned time, no more changes are permitted.

Exempt from this are safety-related changes, which may be imposed by the race director or the organisation.



## **Part 2 Technical Regulations**

### **1. Technical Series Regulations**

#### **1.1 Summary of the eligible groups/ classes**

The BMW M2 Cup only uses BMW M2 Cup (365 hp version) cars that comply with the technical specifications of these regulations and are technically prepared and supervised by the series organiser or commissioned service provider by the series organiser.

The basis is the BMW M2 CS (F87) from series production.

The Organiser reserves the right to allow one (multiple) replacement vehicle(s) in exceptional cases and to put them to use.

#### **1.2 Principles of the Technical Regulations in conformity with**

- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part)
- present technical regulations
- Technical data sheet BMW M2 Cup (see Annex 1)
- M2CSRacing\_Kunden\_Handbuch\_Technik\_V02.2\_DE

#### **1.3 General / Preamble**

**Everything not explicitly allowed by these regulations is prohibited. Permitted modifications must not result in unauthorised modifications or infringements of the regulations.**

#### **1.4 Driver's Equipment**

The wearing of overalls homologated to the FIA 8856-2000 or 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, a helmet must be worn in compliance with the FIA regulations (Appendix L of the ISC).

In addition, the use of the FIA-head restraint (e.g. HANS®) is compulsory.

The guidelines of the relevant organiser concerning the driver's equipment that go beyond the requirements in these regulations must be noted.

#### **1.5 General, permitted modifications and installations**

The BMW M2 CS Racing must conform with these regulations throughout the entire event.

The only work which is permitted to be carried out on the cars is that necessary for its normal servicing, or for the replacement of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by an original part identical to the damaged one.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. With regard to screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

## **1.6 Minimum Car Weights and Ballast**

The series organiser shall specify a weigh scale for the checking of weight of the cars and drivers. It is referred to here as the "official scale".

The official scale is located in the Series technical scrutineering tent or in an alternative designated place. Any change will be announced by bulletin.

### **Minimum Car Weights:**

The minimum weight of the car is 1520 kg – tolerance 2kg. During the event the weight of the car must at all times remain at least this minimum car weight. The car will be weighed with an empty fuel tank and without a driver. Utilities may not be refilled.

If the car was damaged during the competition, the weight of the parts lost in the process can be considered at the scrutineer's discretion.

### **Ballast:**

It is permitted to add ballast to the car to conform with the weight regulations. As outlined in the parts catalogue, this ballast must be composed of fixed, uniform blocks and be attached to the floor of the passenger compartment. The ballast weight will be sealed. The screw defined in the parts catalogue is to be used for this.

### **Minimum driver weight**

The driver minimum weight is made up of:

- the driver;
- the driver's personal equipment (helm, HANS®, Overall, shoes, refractory underwear, shoes, gloves and radio equipment)
- the driver difference weight is applicable.

The driver minimum weight is 78 kg (tolerance: -2 kg).

### **Driver Difference Weight:**

If the actual weight of the driver (together with all driver equipment) is less than 78 kg, the driver difference weight (in relation to 78kg) must be attached in form of ballast.

All drivers shall be weighed with all their equipment (helmet, overall etc.) at the beginning of the first event of the BMW M2 Cup 2023.

The result of the weighing will be calculated and rounded up to the nearest integer and shall be communicated to the drivers.

As soon as the driver leaves the weighing area, this will be deemed implicit acceptance of the figure.

The result of this weighing is valid for the entire season of the BMW M2 Cup 2023.

The series organiser reserves the right to check the actual weights of the drivers (including driver equipment) during the current season and to make appropriate adjustments to the respective driver difference weight.

Upon application to the series organiser, drivers can request a new weighing during the season. The result of this weighing counts for the rest of the season.

It is the driver's responsibility to ensure that the sum of the installed driver difference weight plus his/her actual weight (together with all driver equipment) is reached 78kg at all times.

DMSB Note:

The DMSB guidelines for vehicle weighing (including calibration or calibration of balances) needs to be respected by the series organiser. According to the guidelines, mobile scales must be inspected, at least annually, by the weighing machine manufacturer. In exceptional cases, a calibration / verification by a state calibration authority is permitted. The scale must be calibrated at least every 2 years by the manufacturer.

### **1.7 Equivalence formula for supercharged engines**

N/A

### **1.8 Exhaust prescriptions**

The current DMSB exhaust prescriptions (see DMSB Manual, blue part) must be respected.

The cars must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions.

### **1.9 Noise regulations**

The maximum permitted noise limits are 130 dB(A) measured in compliance with the LWA procedure and 100 dB(A) in compliance with the LP procedure.

This noise level will be determined according to the DMSB pass-by measuring method (mandatory for all circuit events).

The current DMSB noise regulations (see DMSB Manual, blue part) must be adhered to.

### **1.10 Advertising on the driver's equipment/on the race car and start numbers**

The current FIA / DMSB regulations for start numbers and for advertising on drivers' equipment and vehicles (see DMSB Manual, blue part) must be adhered to.

NOTE: Deviations from the FIA / DMSB regulations require a special approval from the DMSB.

In compliance with the FIA / DMSB regulations for start numbers and advertising on vehicles, the following mandatory advertising on the competition vehicle is required: see Annex 2 and 3 of this regulations.

For areas, which are or may be used by the participants to display their own sponsors, providing the sponsors in question are not in competition with BMW in the field of the production and distribution of automobiles (including parts and accessories), as well as vehicle financing, leasing, and mobility services. The participant's sponsors must also not be in competition with the sponsors of the series or event organiser, or be in conflict with ISG. Any exemptions from this must be requested in writing from the series organiser.

#### **1.10.1 Regulation Car Sponsor presentation**

The participant has 15 predefined areas for personal sponsorship. Seven on each side of the car and the rear wing. See: <https://www.bmw2cup.com/intern/>



### 1.10.2 Regulations for presentation of sponsors on driver's overall

The participant has two predefined areas on the front and one predefined area on the back for personal sponsors.

See: <https://www.bmwm2cup.com/intern/>

For the driver's equipment the following special advertising regulations apply. The series organiser has the right to design and place advertising on any area of the driver overall and vehicle. To which extend this right is used by the series organiser is defined in the attachment of these regulations. The drawings in the attachment are part of the regulations.

The participants commit themselves to attach the series and organiser sponsor patches to the driver overall for all events and to leave them there for the entire duration of the event.

### 1.11 Safety Equipment

The vehicles must have the following safety equipment.

Unless stated otherwise, the article numbers refer to the current Appendix J ISC,.

- ☒ Lines and pumps in accordance with Art. 253.3.1 and 253.3.2, or Art. 259.6.2
- ☐ Oil catch tank in accordance with Art. 259.7.4
- ☒ Fuel cell ventilation in accordance with Art. 253.3.4
- ☒ Double circuit braking system in accordance with Art. 253.4
- ☒ Additional safety fastener in accordance with Art. 253.5
- ☒ Safety belts in accordance with Art. 253.6, or Art. 259.14.2.1
- ☐ Manual extinguisher in accordance with Art. 253.7.3
- ☒ Fire-extinguishing system in accordance with Art. 253.7.2 and Art. 275.14.1
- ☒ Safety cage in accordance with Art. 253.8
- ☐ Safety cage in accordance with Art. 253.8 (Appendix J 1993)
- ☐ Safety cage in accordance with Art. 277
- ☒ Rear view mirror in accordance with Art. 253.9
- ☒ Towing-eye / device in accordance with Art. 253.10 and Art. 259.14.6
- ☐ Safety foil on the windows in accordance with the DMSB prescriptions
- ☒ Windshield made of laminated glass
- ☐ Door nets in accordance with Art. 253.11 or with the DMSB prescriptions
- ☐ Additional safety fixing devices for windshield in accordance with Art. 253.12
- ☒ General circuit breaker in accordance with Art. 253.13
- ☒ Safety fuel tank in accordance with FIA standard FT3 / FT3-1999
- ☒ FIA homologated non-return valve in the filler neck in accordance with Art. 253.14.5
- ☒ Fireproof screen in accordance with Art. 253.15 and Art. 259.16.6
- ☒ Seats and attachments in accordance with Art. 253.16
- ☒ FIA homologated driver seat in accordance with Art. 253.16
- ☐ Headrest in accordance with Art. 259.14.4
- ☐ Rear light in accordance with Art. 275.14.5
- ☐ Reverse gear in accordance with Art. 275.9.3
- ☒ Prohibition of pressure control valves in accordance with Art. 253.17
- ☐ Article 277
- ☐ In accordance with the Appendix K to the ISC

**Note:**

For events abroad, the series organiser is responsible for observing and implementing deviating or additional safety regulations of the respective ASN.

**1.12 Fuel and single fuel**

The only permitted fuel is commercial, unleaded fuel in accordance with Art. 252.9 of Appendix J (ISC), which must conform with DIN EN 228. Any additive is prohibited.

In addition, the octane limits value of max. 103 RON instead of 102 RON is valid for petrol fuel.

Only the fuel specified by Series organiser for the corresponding events may be used. This supplier can be redefined for each race (petrol station, fuel truck, etc.). Usually, the petrol station in the paddock is the supplier for the respective event. All changes will be announced by bulletin.

Fuel samples will be taken from the supplier prior to the start of the event.

At no point during the event and after the technical approval may any of the cars which have received technical approval contain any fuel other than the specified fuel.

Any change to the specified fuel is prohibited. For example, no substances may be added, removed or their concentration changed. Any mixture with other fuels is prohibited.

During the event, fuel may only be cooled with unchanged ambient air.

**a) Fuel controls**

At any time during the events the technical scrutineer may extract fuel samples. The DMSB fuel regulations incl. remaining quantity of fuel (DMSB Manual, blue part).

**b) Refuelling**

Refuelling of the cars is prohibited during free practice, qualifying and races. This prohibition applies from the start and if available until the exit from the Parc Fermé (after qualifying session and races).

**1.13 Technical Definitions**

In addition to the definitions with this article of these regulations, the "General regulations, definitions and clarifications to the Technical Regulations" (DMSB Manual, blue part) as well as the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

**2. Specific Technical Regulations****2.1 General**

In addition to the Technical Regulations according to part 2 of these regulations, the following specific technical regulations are applicable.

The cars must fully correspond to the technical data sheet "Data sheet BMW M2 CS Racing", which describes the delivery status.

**2.2 Engine**

N/A

**2.3 Exhaust system**

N/A

**2.4 Transmission**

N/A

**2.5 Braking System**

N/A

**2.6 Steering**

N/A

**2.7 Suspension**

N/A

**2.8 Wheels (Flange + rim) and tyres**

N/A

**2.9 Bodywork and Dimensions****a) External bodywork (including windows)**

N/A

**b) Cockpit**

N/A

**c) Additional accessories**

N/A

**2.10 Aerodynamic devices**

N/A

**2.11 Electrical equipment**

N/A

**2.12 Fuel circuit**

N/A

**2.13 Lubrication system**

N/A

## 2.14 Data transmission

N/A

## 2.15 Other

### **Race director radio:**

All cars will be equipped with a radio system. This system only works in one direction and is only used by the race director to transmit information to the drivers.

To check the radio system, a so-called "radio check" will be carried out at each event, before the drivers' briefing and before each session (free practice, qualifying and the races). For this purpose, the radio must be ready for operation and switched on, and all cables must be connected accordingly. The driver must wear his helmet during this check.

The binding times will be published in the internal schedule of the respective "Drivers-Info" and on the "BMW M2 Cup - Notice Board".

Participation in the "Radio Check" is mandatory for all participants (including guest starters). Incomplete preparation (listed above), late appearance or non-participation may be penalised by the RD.

### **Onboard camera system:**

Each car can be equipped by the serial organiser with a camera. The recordings will be made available to the participants in a timely manner.

If necessary, the recordings can be made available to the series organiser or the race director. The serial organiser reserves the right to withhold recordings. Among other things, the recordings are intended to analyse accidents, to demonstrate the misconduct of other participants and to support the race director and the organisers in their decisions.

Drivers are not permitted to remove the Garmin systems installed in the vehicles after each session (this also applies in the event of a vehicle breakdown/accident), or to analyse, film or manipulate data in advance. The release for the use of the systems by the drivers will be given by the technical officials. Violations may be penalised.

## Part 3 Attachments/Drawaings

### Annex 1: Data sheet BMW M2 CS Racing\*



#### DIMENSIONS.

Length	4,461 mm
Width excl. mirrors	1,854 mm
Width incl. mirrors	1,990 mm
Height	1,385 mm variable
Wheelbase	2,693 mm
Track width front	1,568 mm
Track width rear	1,608 mm

#### ENGINE.

Type	Six-cylinder in-line, four valves
Technology	M TwinPower turbo technology, direct injection, Valvetronic
Capacity	2,979 cc
Output	365hp
Engine management	Production engine electronics – output via power stick can be adjusted according to defined BoP
Exhaust system	Motorsport-specific exhaust system

#### CHASSIS.

Chassis with DMSB-certified welded safety roll cage (compliant with FIA regulations), manufactured by BMW Motorsport
BMW M2 CS roof made from CFRP
Makrolon® rear screens with tank filler neck
Front splitter
Motorsport rear wing, adjustable
Air jack system
Bonnet and trunk lid quick-release lock
Lightweight motorsport wiring harness
Tow rings front and rear according to regulations

#### TANK.

FT3 safety fuel tank, Capacity: 84 litres
---

#### SUSPENSION.

Motorsport-specific suspension links
Adjustable motorsport stabilisers front and rear
Specially adapted motorsport shock absorbers front and rear

#### TRANSMISSION.

7-gear dual clutch transmission with motorsport software
Final drive with mechanical differential lock with separate cooling
Purpose-built output shafts with wheel bearings adapted for motorsport (rear axle)

#### ASSISTANCE SYSTEMS.

Stability systems specifically adapted for BMW Motorsport (DSC/ABS)
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#### WHEELS/TYRES.

10.5 x 18 inch alloy wheels
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#### BRAKES.

6-piston, fixed calliper front
Diameter of brake discs:
Base version: 380 mm
4-piston, fixed calliper rear
Diameter of brake discs:
Base version: 380 mm
Additional brake air cooling

\* Subject to technical changes