



SPORTING AND TECHNICAL REGULATIONS



Promoter / Organisation: V-Max Racing Management B.V. (VRM)

Contacts: Dick van Elk
Schapendreef 78
4824 AM BREDA - Netherlands

Tel. No.: +31 765430200
Mobile No.: +31 653798219

Homepage: www.vrm-m2cup.nl
E-mail: dickvanelk@vrm-m2cup.nl

Table of Contents

Part 1 Sporting Regulations

- 1. Introduction**
- 2. Organisation**
 - 2.1 Details on Titles and Awards of the Series
 - 2.2 Name of the Parent ASN
 - 2.3 ASN Visa / Registration Number
 - 2.4 Name of the Organiser / Promoter, Address and Contacts (Permanent Office)
 - 2.5 Names of the Permanent Stewards
- 3. Regulations and Legal Basis of the Series**
 - 3.1 Official Language
 - 3.2 Responsibility, Modification of the Regulations, Cancellation of the Event
- 4. Entries**
 - 4.1 Entry Fees for the Season and per Event
 - 4.2 Competition Numbers
- 5. Licences**
 - 5.1 Required Grade of Licence
 - a) Driver
 - b) Entrant
 - c) Guest Driver
 - d) Age Regulations
 - 5.2 Conditions for Entrants Outside their National Territory
- 6. Insurance, Exclusion of Liability and Disclaimer**
 - 6.1 Organiser's Insurance
 - 6.2 Declaration by the Entrant, Driver and Passenger on the Exclusion of Liability, Disclaimer of the Vehicle Owner
- 7. Events**
 - 7.1 Calendar of Series Events
 - 7.2 Maximum Number of Cars authorised
 - 7.3 Running of the Events
 - a) Practice
 - b) Qualifying
 - c) Starting Modes
 - d) Races
- 8. Classification**
 - 8.1 Points Table
 - 8.2 Equal points
 - 8.3 Official Classification Table and Entry List
 - 8.4 Points Table for "Drivers' and Trophy" Classification
- 9. Private Practice and Testing**
- 10. Administrative Checks**
 - 10.1 Administrative Checks Schedule
 - 10.2 Drivers' Meeting / Briefing
- 11. Scrutineering / Technical Checks**
 - 11.1 Repair, Sealing and Marking of Vehicle Parts

11.2 Schedule Scrutineering / Technical Checks

12. Races

- 12.1 Usage of Wet Tyres
- 12.2 Maximum Number of Persons working on a Car
- 12.3 Pit Stop Safety and Competitor's Responsibility When Starting from the Pit Area
- 12.4 Driver's mandatory pitstop in a race
- 12.5 Refuelling during pitstop
- 12.6 Engines during the pitstop
- 12.7 Penalties for not following the pitstop procedure
- 12.8 Track Limits
- 12.9 Driver behaviour points

13. Title and Trophies

- 13.1 Title Overall Winner
- 13.2 Trophies
- 13.3 Disqualification from the BMW M2 CS Racing Cup Benelux, Exclusion from Classification, Withdrawal of Prizes
- 13.4 Awards Ceremony

14. Protests and Appeals

15. Rejection of Legal Action and Exclusion of Liability

16. TV Rights / Advertising and Television Rights

17. Specific Regulations



KNAF

Knac Nationale Autosport Federatie

Part 2 Technical Regulations

1. Technical Series Regulations

- 1.1 Summary of the Eligible Groups / Classes
- 1.2 References for the Technical Regulations
- 1.3 General / Preamble
- 1.4 Driver's Equipment
- 1.5 General Regulations, Permitted Modifications, and Installations
 - 1.5.1 Ground Clearance
- 1.6 Minimum Vehicle Weights and Ballast
- 1.7 Exhaust Prescriptions
- 1.8 Noise Regulations
- 1.9 Advertising Regulations and Start Numbers on the Vehicles
- 1.10 Safety Equipment
- 1.11 Fuel and Standard Fuel
 - 1.11.1 Fuel check
 - 1.11.2 Refueling, tank system and checks
- 1.12 Technical Definitions

2. Specific Technical Regulations

- 2.1 General
- 2.2 Engine
 - 2.2.1 Repairs, Sealing and Labelling vehicle part by VRM
 - 2.2.1.a Repair, Sealing and Marking of Vehicle Parts by BMW Motorsport
 - 2.2.2 Exhaust System
- 2.3 Transmission
- 2.4 Braking System
- 2.5 Steering
- 2.6 Suspension
- 2.7 Wheels (Flange + Rim) and Tyres
- 2.8 Bodywork and Dimensions
 - a) External Bodywork (Including Windows)
 - b) Cockpit
 - c) Additional Accessories
 - d) Track Width
- 2.9 Aerodynamic Devices
- 2.10 Electrical Equipment
- 2.11 Fuel Circuit
- 2.12 Lubrication System
- 2.13 Data Transmission
- 2.14 Other

Part 3 Attachments / Drawings

- 1: Advertising and Labelling on the Vehicle in accordance with the Series Regulations.

These regulations consist of 29 pages

Part 1 Sporting Regulations

1. Introduction

The series BMW M2 CS Cup BENELUX is organised in accordance with the provisions of the International Sporting Code and its appendices (the Code), the FIA's general prescriptions on circuit racing and the National Sporting Regulations of the (ASN). It will be run in accordance with the Series' Sporting and Technical Regulations, the latter being in accordance with the safety prescriptions of FIA Appendix J (Article 253 respectively 277). The Cup has the status of Dutch National Championship under the BeNeLux Zone Regulation guidelines.

The Events will be organised according to the KNAF General Event and Circuit Regulations unless stated otherwise in the following or in the Supplementary Regulations of the corresponding Event.

The series is supported by the following companies:

MAGLR.COM
HANKOOK

2. Organisation

2.1 Details on Titles and Awards of the Series

For 2023, the series organiser organises the BMW M2 CS Cup Benelux as part of the Events on the Calendar of VRM. The participation in this Cup is reserved exclusively for the BMW M2 CS Racing 450hp version which comply to Part 2, Technical Regulations.

2.2 Name of the Parent ASN

KNAF – KNAC Nationale Autosport Federatie.

2.3 ASN Visa/Registration Number

The series based on these Sporting and Technical Regulations.

2.4 Name of the Organiser/Promoter, Address and Contacts (Permanent Office)

V-Max Racing Management B.V. is the sole Series Organiser.

Only the Series Organiser may be contacted with questions regarding the sporting and technical regulations at the Events.

V-Max Racing Management B.V.

Schapendreef 78
4824 AM Breda
NETHERLANDS

2.5 Names of the Permanent Stewards

N/A

3. Regulations and Legal Basis of the Series

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- KNAF Reglementen Boek
- Autorensport Reglement Nationaal
- Sporting and Technical Regulations of this Series and the KNAF approved modifications and supplements (Series- and Event Bulletins).
- Supplementary Regulations including modifications and supplements (Bulletins).
- Benelux Zone Reglement.

Changes to the regulations are, in accordance with the KNAF, also possible during the season. Each change to the regulation must be approved by the KNAF and the participants will be informed in writing via Series- and/or Event bulletins.

Anything not explicitly permitted in these regulations is prohibited regarding the BMW M2 CS Cup Benelux. 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 in contradiction with these regulations.

These general regulations, combined with the Supplementary Regulations of the organiser, are valid for all Events without exception. Meaning everything that is permitted for this Cup class in the relevant Supplementary Regulations of the organiser and that is not in contradiction with these general regulations is permitted.

Here, the hosting and organisation of the Event (free practices, qualification and races) is the sole responsibility of the organiser, meaning that all participation requirements and obligations of the organiser with regard to this Cup class must be complied with.

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 because of these general regulations, contact the Series Organiser.

3.1 Official Language

The official language for these regulations is English.

Only the English and KNAF approved text of these 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 Event 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 and the Event promoter reserve 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 Entry Fees for the Season and per Event

The registration fee for the Championship with six (6) Events according to the Calendar is set at € 12.500,- ex VAT. Entry Fee official test day € 500,- ex VAT.

4.2 Competition Numbers

The participants will get competition numbers for the entire season, assigned by the organiser.

5. Licences

5.1 Required Grade of Licence

a) Drivers

Drivers holding a valid, for the year 2023, National Entrant's - Driver's licence, issued by the KNAF or by another ASN affiliated to the FIA.

b) Entrant

Entrants wishing to register the Driver must be in possession of an EU National or a higher licence issued by the KNAF or by another ASN affiliated to the FIA and valid for the year 2023.

c) Guest Driver

N/A

d) Age Regulations

- In accordance with the valid KNAF Licence Regulations.

5.2 Conditions for Entrants Outside Their National Territory

For Events with the status "National Event with Foreign Participation" (NEAFP) participants with a KNAF licence as well as a licence of another FIA connected ASN are allowed to participate and get points.

Foreign Competitors / Drivers must present the approval of their own ASN.

This permission must be submitted by the Competitor/Driver at administrative checks in English language.

6. Liability Exclusion and Disclaimer

6.1 Organiser's Insurance

In accordance with KNAF Event Regulations.

6.2 Declaration by the Entrant, Driver and Passenger (=Participant) on the Exclusion of Liability, Disclaimer of the Vehicle Owner

According to KNAF Event Regulations.

Participants irrevocably renounce the right to claim for damages in connection with the Events, against the V-Max Racing Management B.V., its bodies, employees, and agents.

7. Events

7.1 Calendar of Series Events

See Official VRM M2 Cup website.

7.2 Maximum Number of Cars Authorised

The maximum number of permitted Cars is defined in the Tracks circuit licence and listed in the Supplementary Regulations for the individual Events.

7.3 Running of the Events

a) Practice

At least two timed practice sessions are scheduled for each Event (for details, see the Supplementary Regulations for each Event).

b) Qualification

At least one session is scheduled for each Event (for details, see the Supplementary Regulations for each Events). Each Car must complete at least two (2) timed practice laps. Failure to provide evidence of this may result in the Car not being allowed to take part in the race. The Clerk of the Course / Race Director decides about exceptions based on a written application from the Entrant / Driver.

c) Starting Modes

The races will be started as follows:

- Rolling start (Indianapolis start)

d) Classification Races

The races will run over a distance of one hour.

8. Classification

8.1 Points Table

The 2023 BMW M2 CS CUP BENELUX comprises a total of 6 classification Events (twelve races).

It is possible to take part as single Driver or as a team of two or three Drivers. A team may consist of three participants at most. It is a condition that each of these participants drive at least four (4) races for the team.

To be classified in the Cup classification at an Events and therefore receive points for the team and/or Drivers' standings, one must have completed 75% of the required race distance in accordance with the Supplementary Regulations. Should the race distance be reduced, for whatever reason, the points awarded will be as in a race over the normal distance.

8.2 Equal Points

If more than one Driver or team has the same number of points as their final score, the larger number of first places then second places and further places of all races held will decide the ranking.

8.3 Official Classification Table and Entry List

The official classification table can be found at <http://www.vrm-m2cup.nl>.

8.4 Points Table for “Drivers” and “Trophy” Classification.

The following points will be awarded equally to all Drivers (pairings) of a Car who start the relevant Events in this Car for the purpose of this classification.

<u>Position:</u>	<u>Points:</u>
1st	23
2nd	20
3rd	17
4th	15
5th	13
6th	11
7th	9
8th	7
9th	5
10th	3
11th	1

For each race, an overall race result and a ranking per class will be drawn up. If two or three Drivers are participating in the same Car as a registered team, all receive points corresponding to the result achieved. There is one point for pole position (1 point) for the first race. The fastest time in qualification is for the pole position of race 1, the second fastest time in qualification is for the pole position for the second race.

9. Private Practice and Testing

There are no limitations outside the official Events for private practices and testing.

10. Administrative Checks

VRM is responsible for performing the administrative checks and reporting this to the organiser.

The following documents must be presented by the Driver / Entrant:

- Entry confirmation
- Entrant's/Driver's licence
- Driver's licence
- Authorisation to take part in Events abroad

10.1 Administrative Checks Schedule

See relevant Supplementary Regulations for the Event and/or official notice board.

10.2 Drivers' Meeting / Briefing

See relevant Supplementary Regulations for the Events and/or official notice board.

Attendance over the complete duration of the Drivers Briefing is mandatory for all Drivers and they must confirm their attendance by personal signature in the list of attendees.

Any non-attendance or failure to be present throughout the complete duration will automatically result in a fine of 150 Euro inflicted by the Stewards of the Event.

11. Scrutineering / Technical Checks

The organiser is responsible for performing technical scrutineering. The Drivers or their representatives must present their race Car and the compulsory Driver's safety equipment at the scrutineering. The Car must be presented in the configuration as it will be used in the competition (incl. start numbers), and it must comply with the applicable technical regulations of the relevant organiser. Furthermore, the individual Event regulations are applicable. Presenting a vehicle for scrutineering is deemed to be the participants' implicit confirmation that the vehicle in question conforms to all points of this regulation and the relevant organiser's Supplementary Regulations.

The following vehicle documents must be presented:

- Technical passport

Technical checks can be ordered at any time in agreement with the Stewards of the Event. See Part 2 of this regulation.

The scrutineer may check the complete Car during the inspection. During the Event, the scrutineer, in agreement with the Clerk of the Course and/or Race Director may check any vehicle or vehicle parts, irrespective of its position. Each Entrant is obliged to dismantle their vehicle for a technical inspection at their own cost if asked to do so by the scrutineer, and then to reassemble it.

The scrutineer can compare individual parts with those in the sample kit to decide whether a part of a participant's vehicle that was dismantled for inspection is permitted or not. Sample kits are provided upon request by the series organiser.

The series organiser can inspect Cars at any time in agreement with the Clerk of the Course and/or Race Director. If necessary, in agreement with the scrutineer, vehicle parts or the whole vehicle can be seized by the series organiser to facilitate detailed inspections. If any manipulation is determined, all related costs incurred are to be paid by the Entrant. If the vehicle conforms to these regulations, the series organiser covers the costs.

11.1 Repair, Sealing and Marking of Vehicle Parts by BMW Motorsport

See Part 2 of these regulations, Art 2.2.1.a

11.2 Schedule Scrutineering / Technical Checks

See corresponding Supplementary Regulations and/or official notice board.

The exact scrutineering times and place will be published in the entry confirmation.

12. Races

12.1 Usage of Wet Tyres

The number of wet tyres is not restricted. During the Events, the participants must adhere to the tyre regulations stipulated in Part 2 of these regulations, Art. 2.7.

12.2 Maximum Number of Persons working on a Car

The maximum number of persons working on the Car during races (pitstops) is limited to four (4).

12.3 Pit Stop Safety and Competitor's Responsibility when Starting from the Pit Area

See corresponding Supplementary Regulations.

12.4 Driver's mandatory pitstop in a race.

During the race there is at least one mandatory pit stop of 90 seconds for possible Driver's change. During this pit stop working on the Car is permitted, there is a limitation of four (4) people working on the Car.

The time for entering and exiting the pit lane will be added to the time for this pit stop. The total time will be checked electronically using the loops at the pit lane entrance and pitlane exit. The total time will be announced for each Event through an Event bulletin. A Car therefore does not have to be stationary for exactly 90 seconds but needs to be between the loops for the minimum time.

When entering and exiting the pit lane the maximum permissible speed, as stated in the Supplementary Regulations and/or Driver's Briefing notes should be always respected. If a participant is held up by someone driving away too slowly, the Race Director may impose a penalty for obstructing other participants. Under all circumstances, the Driver must be securely fastened in the safety belts.

During a Safety Car situation or FCY, entering the pit lane for the mandatory 90-second pit stop is permitted.

The total time for the pitstop will be published in a Bulletin. The window for the pitstop itself will also be published in a Bulletin.

12.5 Refuelling during the pitstop

Because of the limited size of the fuel tank (84 litres) and the length of the races, refuelling of a maximum of 20 litres during the pitstop is permitted under the following conditions:

20 liters steel jerry cans, with a fixed hose of max. 500 mm length measured from the tap with a self-closing ball valve, optionally provided with a vent valve approved by the TC and marked with a TC 2023 sticker.

The arriving Driver is allowed to get out of the Car before refueling, the second Driver must be in the Car with the doors closed before refueling.

Both the mechanic for the refuelling as the supervisor with a handheld fire extinguisher of 6 kg minimum must wear full fire protective clothing including, gloves, balaclava, and goggles. The personnel tasked with refuelling must be completely covered by fireproof clothing including a balaclava and gloves. A drip tray as well as a mat must be used during refuelling.

The 'lollypop man' needs to stand next to the Car during refuelling. The Driver change, and all other activities are permitted only before or after refuelling. During refuelling, all doors and windows must remain closed. If wheels must be changed the engine must be switched off.

Any breach of these provisions relating to refuelling will entail penalties at the discretion of the Clerk of the Course or Race Director or Stewards of the Event up to the disqualification of the Car and Driver(s) concerned from the Event.

12.6 Engines during the pitstop

During the pit stop, engines may continue to run to prevent cooling problems if no tyres are changed or any other mechanical interventions are done.

12.7 Penalties for not following pitstop procedure

- If the Car is not between the measuring loops for the required number of seconds: drive through, time penalty or one penalty lap.
- If the pit stop is made too early or too late: drive through, time penalty or one

- penalty lap.
- If the pit stop is not made at all: five penalty laps.

12.8 Track Limits.

- a) Drivers must make every reasonable effort to use the track at all times and may not leave the track without a justifiable reason.

Drivers will be judged to have left the track if no part of the Car remains in contact with it. For the avoidance of doubt, any white lines defining the track limits are considered to be part of the track but the kerbs are not. Should a Car leave the track, the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage.

- b) At the discretion of the Race Director, he can make exemptions on article a), which will be announced during the drivers briefing or by an official Bulletin.
- c) When a Driver has been judged to have left the track, that Car may have that laptime deleted. In case there are multiple reports of track limit infringements, warnings or penalties can be applied by the Race Director or the behavior could be referred to the Stewards of the Event.
- d) Every Driver receives 3 “challengers” (request for review) for the whole season. At the discretion of the Driver, he or she can use this “challenger” to investigate a specific track limit (with turn number, time of the day and lap number), even if the track limit is reported by a judge of fact.

The Race Director will check the specific track limit infringement with CCTV pictures of the circuit,

- i) In case the Car has completely left the track, the “challenger” will be subtracted from the three available and the penalty will stay in place.
- ii) In case the Car has not completely left the track, the “challenger” will not be subtracted from the three available and the lap time will be reinstated.
- iii) “Challengers” are not transferable and cannot be used by or for other entries.
- iv) “Challengers” only apply on one specific Driver.
- v) When a track limit cannot be properly judged via CCTV footage, the Judge of Fact report will prevail, and the subtraction of the “Challenger” is at the discretion of the Race Director
- vi) The “Challenger” can only be used within the protest-timeframe of 30 minutes after the publication of the provisional results, unless otherwise communicated by the Race Director.

12.9 DRIVER BEHAVIOR POINTS

- a) At the discretion of the Race Director or Stewards of the Event, driver behavior point(s) can be awarded to a Driver as an addition on a warning or penalty related to safety infringements or sporting infringements.
- b) Driver behavior points will be awarded to a specific Driver and not to an entry and will be administrated by V-Max Racing B.V. However, penalties that result in a grid penalty for a specific Driver, may apply on the complete entry he/she is part of.
- c) The Driver behavior points count for all series organized by V-Max Racing B.V.
- d) The Driver behavior points will reset on the 31st of December each year.
- e) In case a Driver reaches the following Driver behavior points an additional penalty will be applied:

- i) 5 Driver behavior points = drop of 3 places on the grid for the next race, where the Driver will participate.
 - ii) 8 Driver behavior points = drop of 10 places on the grid for the next race, where the Driver will participate.
 - iii) 10 Driver behavior points = starting from the pitlane for the next race, where the Driver will participate.
- f) The points will be reset once the 10 license points limits have been reached and the driver has served the related penalty correctly.

13. Title and Trophies

13.1 Title Overall Winner

The title:

Champions BMW M2 CS Cup Benelux 2023

will be awarded to the Driver or Driver pairing that has scored the highest number of points after all the classification Events in the BMW M2 Cup.

The "Champion BMW M2 CS Cup Benelux 2023" and potential Car owner promise to provide the winning Car at the request of BMW M free of charge to be exhibited at one Event located in Germany (e.g. "Essen Motor Show 2023" exhibition).

The title:

Trophy Champion BMW M2 CS Cup Benelux 2023

will be awarded to the Trophy Driver or Trophy Driver pairing that has scored the highest number of points after all the classification Events in the BMW M2 Cup.

13.2 Trophies

(1) Classification

(a) Driver's Classification

The top three Overall Driver pairings will receive trophies at the awards ceremony after each race. Each Driver pairing will receive a trophy. The awards ceremony will take place in accordance with organiser's regulations.

(b) Trophy Classification

Furthermore, the top three Trophy Driver pairings at the end of each race receive a trophy at the award ceremony.

(2) Annual Trophies

(a) Annual Drivers' Classification

The top three overall Drivers or team pairings will each receive a trophy at the annual award ceremony. He or she also receives the title:

Champions BMW M2 CS Cup Benelux 2023

(b) Annual Trophy Classification

Drivers aged 45 or above in the year in question are classed as Trophy Driver. As such, Drivers

which have reached the age of 45 before the start of the season on the 14th of April may be classed as Trophy Driver for the first time in the 2023 season. The best-placed Trophy Driver in the Drivers' classification at the end of the season, after all the races and discards, receives a trophy at the annual award ceremony. He or she also receives the title:

Trophy Champion BMW M2 CS Cup Benelux 2023

13.3 Disqualification from the BMW M2 CS Cup Benelux, Exclusion from Classification, Withdrawal of Prizes.

If the 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 of the Event may disqualify the offender from classification in the Event in question, or the ASN may exclude the offender from the BMW M2 CS Cup Benelux altogether.

13.4 Awards Ceremony

After each racing Event an awards ceremony will take place. The award ceremony forms part of the Event. The top three Drivers (pairings) and the three Trophy pairing will be honoured by the organiser. Participation is mandatory. Absence will be penalised through withholding the trophy. Special dispensation may be granted upon a written request to the series' organiser.

The awards ceremony for the season in the BMW M2 Cup will take place as part of the annual VRM Series award ceremony at the end of the year. The top three Driver (pairings) and the best Trophy Driver will be honoured. These will be informed in writing in advance by VRM. The participation is mandatory.

Absence will be penalised through withholding the trophy. Special dispensation may be granted upon a written request to the series' organiser.

14. Protests and Appeals

The FIA International Sporting Code, the KNAF Reglementen Boek, the KNAF Reglement Autosport Rechtspraak, are applicable, as are the FIA Judicial and Disciplinary Rules.

Protest deposit - payable to the KNAF: EUR 500.00
National status: will be published in the Supplementary Regulations of the relevant Event.

Appeal deposit – payable to the KNAF:
National Status EUR 1,750.00

Appeal to the FIA – payable to the FIA: EUR 6,000.00
An additional fee of EUR 3,000.00 charged by the KNAF shall become due for an international appeal (FIA).
(Protest and appeal deposits are exempt from VAT).

15. Rejection of Legal Action and Exclusion of Liability

- (1) The jurisdiction of a court is excluded for decisions made by the FIA, the KNAF, their jurisdictions, the Stewards of the Event, the Series Organiser or the organiser as judge.
- (2) No claim for compensation of any kind whatsoever may be derived from actions and decisions made by the KNAF or its jurisdiction, or by KNAF representatives or the Series Organiser, except in the case of a damage caused on purpose or by gross negligence.

16. TV Rights / Advertising and Television Rights

Irrespective of §3, the corresponding Supplementary Regulations have priority here.

If the organiser has not included any regulations, or no complete regulations regarding this matter in the Supplementary Regulations, the following applies:

The series' organiser or third-party acting with their consent have the right to use images, texts, reports and race results regarding the VRM BMW M2 Cup, or to reproduce these in changed or unchanged form without restriction on space, time, or content and without additional payment, for the purpose of internal and external corporate communications, including advertising purposes. The Entrant grants the series organiser this right of use and guarantees that the Driver, co-Driver and (if different) the owner of the vehicle used, as well as all other persons involved grant the same rights. The series' organiser holds all image rights, including the images used in television broadcasts of the VRM BMW M2 Cup. All television rights for the VRM BMW M2 Cup, including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights regarding the use of all electronic media, including the internet, are held by the series' organizer.

Any kind of recording, broadcast, repetition, or reproduction for commercial purposes without the written consent of the series' organiser is prohibited.

It is permitted to install a "AIM Smarty Cam, connected to the AIM Datalogger. Additionally, the installation of a Go-Pro cam for TV footage by the team or the organisation is permitted. The scrutineers will check effective safe mounting of the cameras.

Furthermore, reference is made in Part 2, Art. 2.13 and 2.14 of these regulations.

17. Specific Regulations

There are no additional Specific Series Regulations.

Part 2 Technical Regulations

1. Technical Series Regulations **1.1 Summary of the Eligible Groups / Classes**

One class: The only eligible vehicle is the BMW M2 CS Racing and its existing versions produced specifically for this purpose. Eligible to participate are the following:

- 450hp version as supplied by BMW Motorsport
- 360hp version as supplied by BMW Motorsport with the fully installed upgrade kit. The ballast box may be removed as long as the minimum weight is respected.

Here the basis is the BMW M2 CS (F87) from the Series production.

In the VRM BMW M2 Cup only vehicles which comply to the technical specifications can be used. Also refer to Part 2 of these regulations, Art. 1.5.

1.2 References for the Technical Regulations

- General regulations, definitions and clarifications with regard to technical regulations (KNAF Reglementen Boek).
- The most recent version of the parts catalogue for the BMW M2 CS Racing
- The most recent version of the user manual for the BMW M2 CS Racing
- Supplementary Regulations, part I of this regulation including all attachments

These references can be referred to in these Technical Regulations but cannot be used as individual or independent technical regulations. These Technical Regulations (Part 2) will

always prevail over a parts catalogue or user manual.

Furthermore, the rules also apply for the administrative checks and scrutineering / technical checks outlined in Art. 10 and 11 of Part 1 of these regulations.

1.3 General / Preamble

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

The aim and purpose of these regulations is to enable every participant to be competitive in the class without investing in modifying or further developing the vehicle.

The parts catalogue for the BMW M2 CS Racing fundamentally defines the race car. Deviations from this catalogue must be approved by these Technical Regulations or they are deemed to be inadmissible.

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.

1.5 General Regulations, Permitted Modifications and Installations

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

The participant / entrant is responsible for making sure that the vehicle is used only in a state that is flawless from a technical perspective and that the KNAF safety regulations are always adhered.

Changes to the parts catalogue and therewith the vehicle specification made by BMW AG are confined to safety improvement or costs reduction. Additionally, it may be necessary to make updates based on changes to the parts catalogue of the base vehicle.

All installations performed by the Entrant / participant may only fulfil the intended function. The scrutineer will decide whether this is the case.

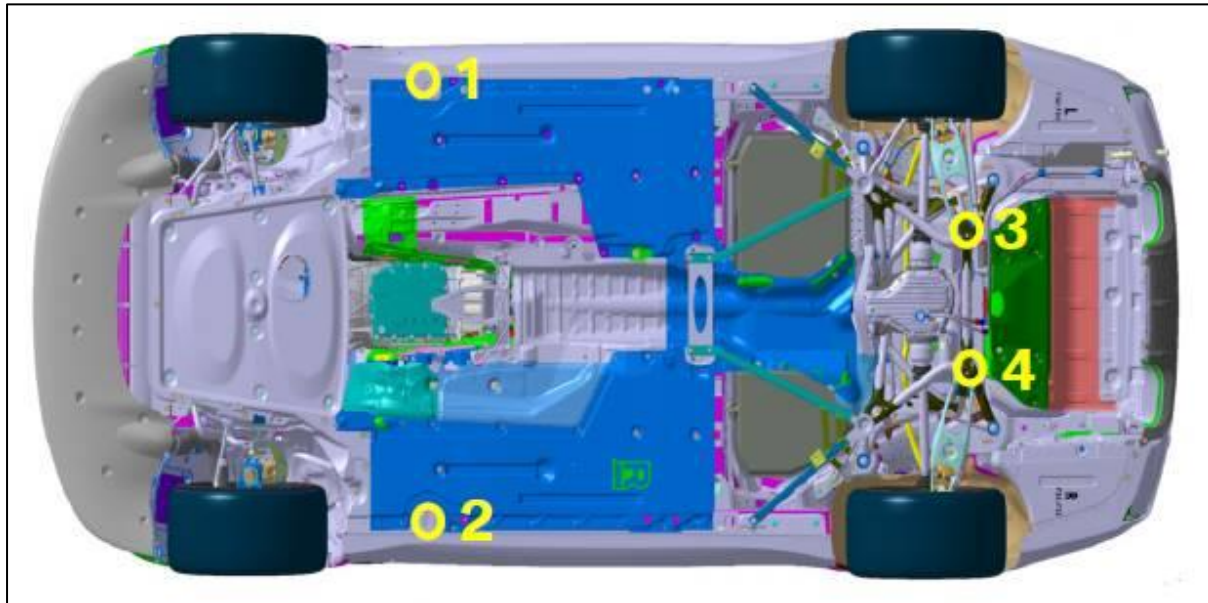
Work necessary for the normal servicing of the vehicle, or the replacements of wearing or damaged parts caused by an accident may be carried out.

Modifications and installations are only allowed according to the following specifications. 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 with comparable standard parts to the original shape and strength. With regard to screw threads, thread type, size and pitch (e.g. M 8 x 1.25) must be retained. Screw threads may be strengthened by Heli-Coil.

1.5.1 Ground Clearance

The ground clearance is measured with an empty fuel tank and without a Driver. On the vehicle the measuring points are shown as follows on the surface:



Measuring point



measuring point front axle



measuring point rear axle

The ground clearance must measure a minimum of 130 mm from the measuring points.

The organiser will define a reference area for measuring the ground clearance before the start of the Event.

The tyre pressure may be raised to the reference pressure (2.4 bar front axle (FA)); (2.3 bar rear axle (RA)) for measuring. The measuring of the ground clearance is done during the inspection of the mandatory fitted tyres.

1.6 Minimum Vehicle Weights and Ballast

Before the start of the Event, the organiser determines the scales for measuring the minimum vehicle weight.

The minimum weight of the vehicle including Driver in full gear is 1610 kg. During the Event the weight of the vehicle must always remain at least this minimum vehicle weight. The vehicle will be weighed with an empty fuel tank and with a Driver in full gear. In case of two or three Drivers the average weight will be calculated. Utilities may not be refilled.

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

It is permitted to add ballast to the vehicle 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.

KNAF Guideline:

The KNAF 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 Exhaust Prescriptions

The vehicles must be equipped with the fitted catalytic converter in compliance with the KNAF Regulations.

1.8 Noise Regulations

The maximum permitted noise limit is according to the limit per Event specified in the Supplementary Regulations.

1.9 Advertising Regulations and Start Numbers on the Vehicles

The current FIA / KNAF regulations for start numbers and for advertising on Drivers' equipment and vehicles (see KNAF Reglementen Boek) must be adhered to.

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

Taking the FIA / KNAF regulations for start number and advertising on the vehicles into account, the following advertising is compulsory on the race Car. See Part 3 attachment 1 of these regulations.

The sticker regulations of VRM apply.

Areas not required by the series organiser, which are also not claimed by the organiser of the respective Event and are not marked on the drawing, may be used by the participants to display their own sponsors, providing the sponsors in question are not in competition with the series organiser 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 organiser. Any exemptions from this must be requested in writing from the series organiser.

The advertising regulations are part of the regulations. The non-compliance of these guidelines may be penalised by the Stewards of the Event.

This is referenced to the attachment 1 of these regulations as well as to the series organiser's regulations.

1.10 Safety Equipment

The vehicles must have the following safety equipment.

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

- Lines and pumps in accordance with Art. 253.3.1 and 253.3.2, or Art. 259.6.2
- 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

- Fire-extinguishing system in accordance with Art. 253.7.2
- Safety cage in accordance with Art. 253.8
- 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 KNAF prescriptions
- Windshield made of laminated glass
- Window nets in accordance with Art. 253.11
- General circuit breaker in accordance with Art. 253.13
- Safety fuel tank in accordance with FIA standard FT3 / FT3-1999 Art. 253.14
- FIA homologated non-return valve in the filler neck in accordance with Art. 253.14.2.1
- 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
- Prohibition of pressure control valves in accordance with Art. 253.17

1.11 Fuel and Standard Fuel

Only the use of fuel supplied by the fuel station on the track of the event concerned (RON98) is allowed.

1.11.1 Fuel Check

At any time during the Event the Stewards of the Event can order to extract fuel samples.

1.11.2 Refuelling, tank system and checks

It is allowed to refuel during the races. See Part 1 of these regulations, Art 12.5.

1.12 Technical Definitions

In addition to the definitions in accordance with this article and article 3.2 (Part 1) of these regulations, the "General regulations, definitions and clarifications to the Technical Regulations" as well as the definitions according to Art. 251 of the CSI Appendix J 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.

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

2.2 Engine

The engine will be sealed before the first Event. Any changes to the engine or its attachments are prohibited (see Part 1 of these regulations, Art 11).

2.2.1 Repairs, Sealing and Labelling vehicle part by VRM

List of sealed and labelled parts:

- 2x Hologram on the DME control unit
- 1x Hologram on the pressure temperature intercooler

- 1x Hologram on the pressure temperature sensor induction pipe
- 1x Sealing of the valve cover / turbo charger front
- 1x Sealing of the valve cover / turbo charger rear

2.2.1a Repair, Sealing and Marking of Vehicle Parts by BMW Motorsport

Sealed parts (see below for a binding list) must not be opened by the participants themselves. If the seals have been manipulated, the affected component may no longer be used in official Events. In any case this will result in the Stewards of the Event and Series Organiser being notified and may result in disqualification from the classification for the Event.

If seals are damaged or missing, this must be reported to the responsible scrutineer immediately and in writing. The scrutineer is responsible for deciding whether the component in question can be resealed after inspection and therefore be used during Events.

List of sealed components:

- Engine (turbocharger, throttle valve, 2x cylinder head)
- Performance-relevant sensors (2x boost pressure sensor)
- Control units (engine / ABS)

Control units are usually labelled (e.g. hologram) and identified by a sequential number.

2.2.2 Exhaust System

The exhaust system outlined in the parts catalogue must be used.

2.3 Transmission

The gearbox and the differential will be delivered non-sealed. Any changes to the gearbox or differential are prohibited. Checks, revisions, or opening may only be carried out by VRM and the scrutineer.

2.4 Braking System

The entire braking system and its parts subject to wear are only to be obtained from by VRM appointed suppliers.

The braking system is different from the series vehicle and is defined by the parts catalogue. The driving aids (ABS, DSC and MDM) are tuned specifically for use on a racetrack and must not be changed by the entrant.

The vehicle version with 450PS must be operated with the provided braking system with wear parts to be replaced from the parts catalogue, brake pads excluded.

The choice of brake pads is not optional. For the 450PS version only the brake pads of Pagid with the part no. S8100R29001-RSL29 (front) in connection with part no. E2704 190 10 RSL19 (rear) marked VRM M2 and supplied by the organizer or its representative (EPS) are to be used.

2.5 Steering

The steering is defined by the parts catalogue and must be installed without modification.

2.6 Suspension

The suspension was modified for use on a racetrack and is defined by the parts catalogue.

Basically, it is not to be changed. The following points for tuning the suspension are an exception:

- Setting the compression and rebound rate of dampers in the screws for this purpose
- Checking and setting the air pressure in the damper
- Setting the track on the tie rod
- Setting the camber in the strut bearings on the front axle, as well as the eccentric screws on the rear axle
- Setting the ride height in the damper
- Setting the roll stabilisers at the intended junctures
- The roll stabiliser may be decommissioned. To do so, one connection rod can be disconnected.

All components used must be listed in the parts catalogue and must be obtained from BMW AG. Springs, assister springs and bump stops are fixed. Changes to the components, for example, modifying the valves in the dampers, are expressly forbidden.

Only for the standard front springs there will be an option for the standard spring or to use the BMW 220 Kilo version as stated in the catalogue.

All settings must remain within the specified tolerance. See the user manual page 97-98.



LOWER WISHBONE

Links of the front axle





LOWER wishbone



top wishbone

Links of the rear axle

The damper must have the following measurements:

	Avant / Front	Arrière / Rear
Type Type	<u>HYDRAULIC-GAS</u>	<u>HYDRAULIC-GAS</u>
Marque e Make	<u>ZF RACE</u>	<u>ZF RACE</u>
Numéro de série type Typical series number	<u>8 324 125</u>	<u>8 234 126</u>
Réservoir de gaz Gas tank	<u>INTERNAL</u>	<u>INTERNAL</u>
Volume du réservoir de gaz Volume of gas tank	<u>~44</u> cm ³	<u>~64</u> cm ³
Longueur ouverte maximale Maximum open length	<u>458.2</u> mm <u>+2</u> DAMPER BODY TO UNIBAL CENTER	<u>475.5</u> mm <u>+2</u> DAMPER BODY TO UNIBAL CENTER
Longueur fermée minimale Minimum closed length	<u>354.2</u> mm <u>+2</u> DAMPER BODY TO UNIBAL CENTER	<u>368.5</u> mm <u>+2</u> DAMPER BODY TO UNIBAL CENTER
		

2.7 Wheels (Flange + Rim) and Tyres

Only the labelled Hankook tyres with the dimensions 280/660-18 (slick) and 260/660-18 (wet) may be used for the VRM BMW M2 Cup. The parts catalogue specifies a slick tyre and a wet-weather tyre. The tyres must be obtained from Racetyres B.V. in Zandvoort and will be labelled before they are issued.

Racetyres B.V.

Leeuwerikenstraat 16 F2

2042 CS Zandvoort - Netherlands

Contact : Jan Paul van Dongen

Mobile : 0031 6 555 03 961

Email : info@racetyres.nl

There is a limit of 8 new slick tyres per Event used for the qualification and both races. Before the qualification session a tyre note must be submitted to the scrutineers with the registration numbers of maximum 8 new slicks and two used slick tyres. The number of labelled Hankook tyres for free practices and private tests during the Events are free. Furthermore, the number of wet-weather tyres is not restricted.

The heating of tyres is **not** permitted.

It is not permitted to treat the tyres with chemicals. Exceptions to this rule are soapy water to clean them and the lubricant for assembly.

The scrutineer may take tyre samples at any point during the Event. These samples will undergo a chemical analysis and be compared with a reference tyre by the tyre partner.

Except for the removal of pickup, the tyres must not be processed mechanically. Cutting or re-cutting tread patterns is expressly prohibited.

Rims with a dimension of 10Jx18, as outlined in the parts catalogue, must be used. These rims must be obtained from BMW AG.

The type and make of wheel nuts are free.

2.8 Bodywork and Dimensions

a) External Bodywork (Including Windows)

The organiser regulates the window stickers. As outlined in the parts catalogue and the user manual, the windows on the Driver's door and the passenger door are to have a safety film stuck to them. It is not permitted to cut additional openings out of the windows to ventilate the cockpit.

In general, it is not permitted to close or mask openings or joins. In the event of provisional repairs during the Event, joins or openings in the area of damage may be covered, provided this is necessary due to a lack of time. The scrutineer will decide whether the repair measures are permitted.

If unusually low temperatures make it necessary to close the air vents, the scrutineer must approve this explicitly.

Compared with the series vehicle, the wheel arch was extended, and the front of the vehicle was reinforced.

The windscreen may be covered with a clear, non-tinted tear off film for protection. These films must not be labelled. The films must not have any air bubbles that interfere with the Driver's field of vision.

b) Cockpit

No individual ventilation tubes are permitted. A drinking device may be installed, provided that it is permanently attached, and the holder can withstand acceleration forces of up to 25G. The scrutineer is responsible for assessing whether he or she feels that the holder is sufficient.

The pedals must not be changed. The only exception is the attachment of a film with increased friction.

The seat, seat consoles and belts must correspond to the parts catalogue and are only to be obtained from BMW AG. The standard steering column adjustment is retained. In the interior all covers are to be used as outlined in the parts catalogue.

If the Entrant registers a Driver who is not able to use the seat defined in the parts catalogue safely due to his or her physical conditions, the Series Organiser can approve a different seat and related console upon receiving an individual written application.

A seat test supervised by the responsible scrutineer must take place to demonstrate that the seat specified in the parts catalogue cannot be used. Approval will be given only if the scrutineer deems there to be a safety risk.

This approval is specific to a Driver and applies only if the relevant Driver participates in the Event. The alternative seat used, and the console must conform with Article 253, Appendix J and must be presented during scrutineering.

The request can be informal but must contain the Driver's name and licence number, as well as the manufacturer and number of the requested seat variant and console.

c) Additional Accessories

Accessory components from the parts catalogue may be installed and can be offset by the ballast mentioned in Part 2 Art. 1.6 of these regulations.

d) Track Width

Track width front: min. 1543 mm max. 1593 mm.
Track width rear: min. 1597 mm max. 1647 mm.

Measurement instructions:

The Car is measured in the reference area. For information on the reference area, refer to Art. 1.5.1, Part 2 of these regulations. The tyre pressure may be raised to the reference pressure (2.4 bar FA (front axle); 2.3 bar RA (rear axle)) for the measurement.

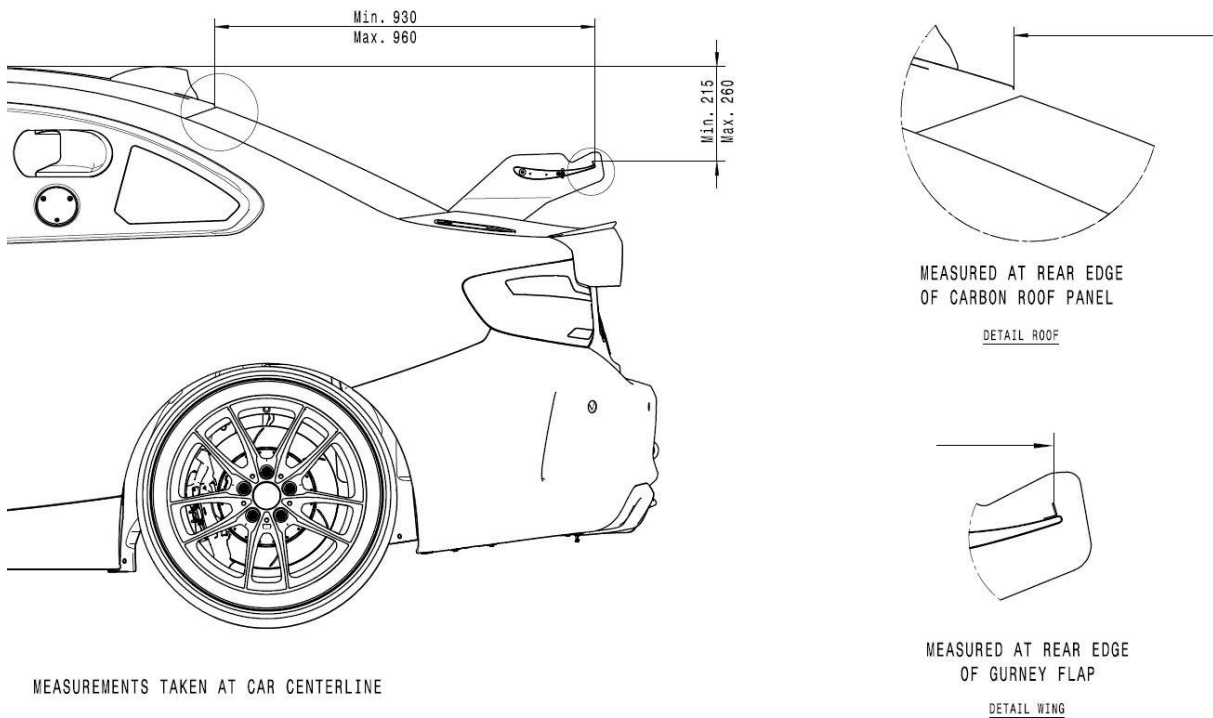
A right angle (90°) is placed on the ground perpendicular under the centre of the axle, outside and inside the tires and positioned to the respective sidewall of the tyre. These four positions are marked on the ground. The distance between the markings (outside to outside and inside to inside) will be measured, added, and halved. The result is the track width.

2.9 Aerodynamic Devices

The following aerodynamic devices are mandatory, as defined in the part catalogue:

- Front splitter
- Rear wing

The position of the rear wing is defined as follows:



2.10 Electrical Equipment

As dictated in the parts catalogue, the already build in logger AIM MXG 1.2 is to be used.

The data from the data logger is used by the series organiser to check the conformity of the Cup Cars. The data from the individual participants can be made public to all other Competitors. Among other things, the throttle valve position, engine speed, driving speed, gear, boost, air charge temperature, lambda, firing angle and quantity of fuel injected are recorded and checked by the series' organiser. Deviations in these values outside of the tolerance defined by the series' organiser will be treated as attempted manipulation.

The participant is responsible for ensuring that the sessions (all laps completed) are recorded properly and that the data logger functions flawlessly. Should the logger itself, or part of the system (sensors, cable, etc.) be damaged or there be any doubt that it is working correctly, the

series organiser must be informed in writing immediately.

If the data on the memory card no longer exist or is incomplete, can result in a penalty.

Repairs to the wiring harness may only be made with the approval of the technical commissioner.

Furthermore, participants are allowed to either connect a camera to the data logger or attach a separate camera in the Car. The camera and holder of the camera must be shown to the scrutineer. The participant is obliged to provide VRM with the recordings when requested. VRM reserves the right to withhold recordings. The recordings should be used, among other things, to analyse crashes, show driving mistakes committed by other participants, for preventative purposes, and support the organisers or Stewards of the Event in their decision making.

The Entrant is also permitted to connect a system for recording data to one of these interfaces. The 12V interface prescribed for this purpose in the user manual must be used for the power supply.

For races, in which it is permitted to illuminate the Car number, this may be carried out by the Entrant. The 12V interface provided for this purpose should be used for the power supply.

Should the participants not comply with the aforementioned regulations, it may result in a penalty:

<u>Breach</u>	<u>Penalty</u>
Time Training: Data on memory card not available or only partially available.	1 minute penalty, to be added to the fastest qualifying lap.
Race: Data on memory card not available or only partially available.	5 minutes penalty added to total race time.

The Stewards of the Event may at their own discretion hand out a higher or lower penalty.

2.11 Fuel Circuit

Defined in the parts catalogue and must be installed without modification.

A cable tie may be installed at the fuel tank cap (filler neck) for better handling due to the use of fire-proofed gloves.

The maximum fuel volume is restricted to 84 litres with the standard fuel tank. It is permitted to install the official BMW 120 litre endurance fuel tank. The participant does not have to adjust the fuel volume for the 120 litres tank by means of a displacement body.

2.12 Lubrication System

The lubrication system oils, fats, coolants, and brake fluids) are defined in the parts catalogue, except from the engine oil.

It is allowed to use engine oils according to the following specification:

- BMW Longlife 01
- BMW Longlife 01 FE
- BMW Longlife 04
- BMW Longlife 12 FE

Upon request from the scrutineer or the series organizer, the participant / applicant must promptly provide all information in written form (type, name, specification, and manufacturer) from the used utilities.

2.13 Data Transmission

Apart from the following exceptions, no data transmission between the vehicle and the environment is permitted:

- Radio communication
- TV cameras stipulated by the organiser
- Marshalling system stipulated by the organiser
- GPS Auge
- Transponder for measuring noise
- Transponder for timekeeping
- Lap trigger

No telemetry systems are permitted

If the organiser stipulates additional systems that involve the transmission of data, this must be approved by the scrutineer.

2.14 Other

(a) The following systems may be additionally installed in the Car:

- Tyre pressure check (sensors in the rims and antennae)
- Lap trigger
- GPS sensor
- Transponder for measuring noise
- Transponder for timekeeping, type AMB-Mylaps **(mandatory)**
- Potentiometer to determine the wheel stroke
- GPS Auge
- Temperature sensor for differential gear
- Temperature sensor for the brakes

If the organiser stipulates the assembly of additional systems in the Car, this must be approved by the scrutineer.

A system for monitoring tyre pressure using sensors and related antennae is permitted. As outlined in Article 2.7 of these regulations, valves that regulate pressure are not permitted.

(b) Control Units and Software Versions

Software and hardware for the control electronics can be checked by the Series Organiser or the scrutineer at any time and must always conform with the current status specified in the user manual. If this is not the case this will automatically be reported to the Stewards of the Event and the Series Organiser.

The Series Organiser is permitted to update or replace the software version or the hardware of the control units at any time. The Entrant must not overwrite or change any database or programme version in the control units.

(c) Radio System & Cameras

A radio system including antenna may be installed in the vehicle. The 12V interface stated in the user manual must be used for the power supply. Only if permitted by the organiser, cameras may be installed and connected with the Entrant's own data logging system. The 12V interface stated in the user manual, or a stand-alone battery supply must be used for the power supply.

Radios and cameras must be permanently attached, and the holders must withstand acceleration forces of up to 25G. The scrutineer is responsible for assessing whether he or she feels that the holder used is sufficient.

(d) Special Installations

As far as an approval / release from the KNAF, the Event organizer and the series organizer, as well as a Technical passport with relevant listing is available, then a conversion kit for physically incapacitated may be installed.

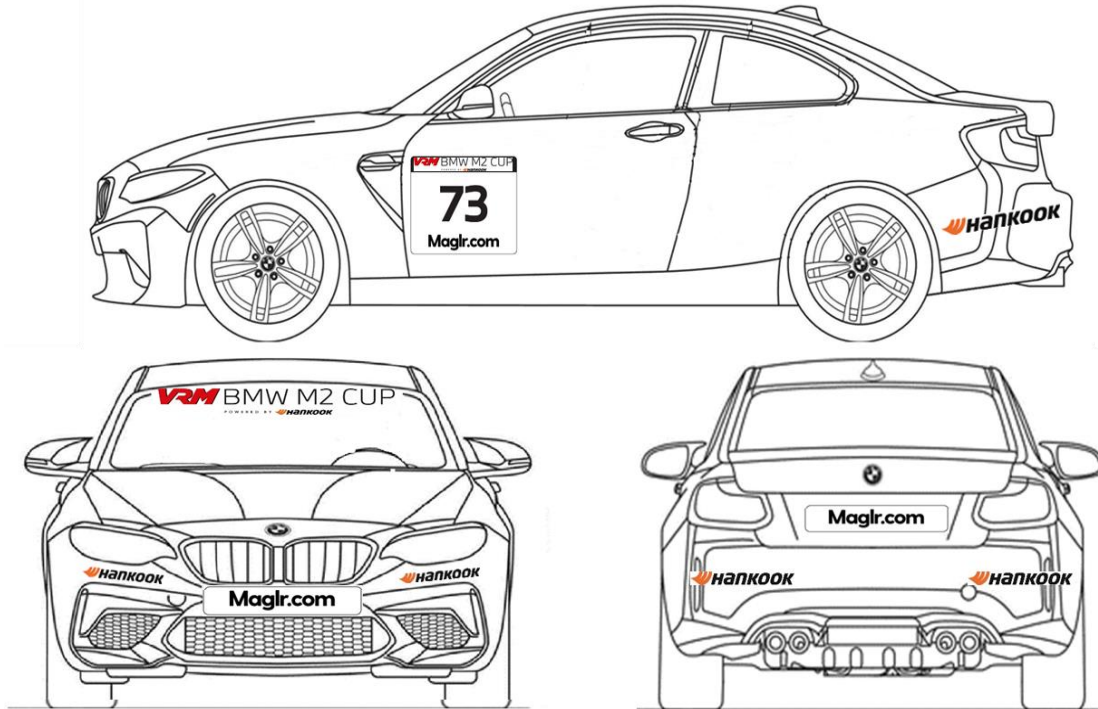
The Technical passport incl. all approvals need to be handed out at the scrutineering. It should be noted that the clearance is relevant to the Event and is only allowed with the related vehicle in accordance with the nominated Driver.



Part 3 Attachments / Drawings

Attachment 1: Advertising and Labelling on the Vehicle in accordance with the Series Regulations

The following areas are reserved for the Series Organiser and are not available to the participant (Part 1 of these regulations, Art. 16, Part 2 of these regulations, Art. 1.9).



No.	Area	
1	Front bumper /corner right / left	HANKOOK
2	Rear bumper / corner right / left	HANKOOK
3	Front and rear licence plate	VRM
4	Front windscreen streamer	VRM
5	Start number sticker left - right	VRM
5	Side skirts right / left	VRM