

DMSB

Regulations for circuit series in automobile racing

(as of 22.10.2019)

Name of the Series:

BMW M240i Racing Cup

DMSB Visa Number:

622/20

Status of the Series / Events

- International
- National A Plus incl. NSAFP
- National A incl. NEAFP
- National A

Promoter / Organisation: BMW Group

Contacts: BMW M
Nico Amende
Daimlerstraße 19
85748 Garching

Tel. No.: +49-89-382-75093
Mobile No.: +49-151-601-75093
Fax No.: +49-89-382-21975
Homepage: www.bmw-motorsport.com
E-mail: customerracing@bmw-motorsport.com

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 Composition of the Organising Committee
 - 2.6 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 Registrations / Entries, Entry Closing Date and Obligation to Participate
 - 4.2 Entry Fees for the Season and per Event
 - 4.3 Competition Numbers
- 5. Licences**
 - 5.1 Required Grade of Licence
 - a) Driver
 - b) Entrant
 - c) DMSB-Sponsor-Card
 - d) Guest Driver
 - e) 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
 - e) Maximum number of Laps
- 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 Team Classification"
 - 8.5 Classification of Duplicate Entries
 - 8.6 Classification of Nürburging Langstrecken Serie
 - 8.7 Discards / Overall Result BMW M240i Racing Cup
- 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 and Safety Equipment
 - 12.3 Pit Stop Safety and Competitor's Responsibility When Starting from the Pit Area

- 13. Title, Prize Money and Trophies**
 - 13.1 Title Overall Winner
 - 13.2 Prize Money and Trophies
 - 13.3 Payment of Prize Money
 - 13.4 Disqualification from the BMW M240i Racing Cup, Exclusion from Classification, Withdrawal of Prizes / Prize Money
 - 13.5 Awards Ceremony

- 14. Protests and Appeals**

- 15. Exclusion of Jurisdiction of a Court and Limitation of Liability**

- 16. TV Rights / Advertising and Television Rights**

- 17. Specific Regulations**

Part 2 Technical Regulations

1. Technical Series Regulations

- 1.1 Summary of the Eligible Groups / Classes
- 1.2 Principles of 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 Equivalence Formula for Supercharged Engines
- 1.8 Exhaust Prescriptions
- 1.9 Noise Regulations
- 1.10 Advertising Regulations and Start Numbers on the Vehicles
- 1.11 Safety Equipment
- 1.12 Fuel and Standard Fuel
 - 1.12.1 Fuel check
 - 1.12.2 Refuelling, tank system and checks
- 1.13 Technical Definitions

2. Specific Technical Regulations

- 2.1 General
- 2.2 Engine
 - 2.2.1 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
- 2.15 Fixing of track- / trailing arms and wishbones to the wheel carrier

Part 3 Attachments / Drawings

Attachment 1: Advertising on the Driver's Overall according to the Series Regulations

Attachment 2: Advertising and Labelling on the Vehicle in accordance to the Series Regulations

Attachment 3: Seat and Harness Attachment

Attachment 4: Regulations of other Race Series

This regulations consist of 44 pages including 4 attachments.

Part 1 Sporting Regulations

1. Introduction

The series BMW M240i Racing Cup 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 events will be organised according to the DMSB General Event and Circuit Regulations unless stated otherwise in the following or in the supplementary event regulations of the corresponding event.

The series is supported by the following companies:

H&R

Goodyear

2. Organisation

2.1 Details on Titles and Awards of the Series

For 2020, the series organiser organises the BMW M240i Racing Cup as part of the 2020 events for the Endurance Championship at the Nürburgring (hereafter referred to as Nürburgring Langstrecken Serie) exclusively with the BMW M235i Racing and only in connection with the BMW M240i Racing Evo Package.

2.2 Name of the Parent ASN

DMSB – Deutscher Motor Sport Bund e.V.

2.3 ASN Visa/Registration Number

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 17.01.2020 with visa number 622/20.

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

The Nürburgring Langstrecken-Serie is the sole organiser.

Only the organiser may be contacted with questions regarding the sporting and technical regulations at the events.

Veranstaltergemeinschaft Langstreckenmeisterschaft Nürburgring (VLN) e.V. & Co. oHG

Nürburgring Boulevard 2

D-53520 Nürburg

Internet www.vln.de

in Zusammenarbeit mit

Langstreckenmeisterschaft Nürburgring Vermarktungs- und Veranstaltungsgesellschaft mbH

Otto-Flimm-Straße

D-53520 Nürburg

Internet www.vln.de

2.5 Composition of the Organising Committee

BMW M
Nico Amende
Daimlerstraße 19
85748 Garching
customerracing@bmw-motorsport.com

2.6 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
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB Licence Regulations
- DMSB Legal System and Code of Procedure (RuVO)
- FIA Legal System and Code Race of Practice
- 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 Conduct and DMSB Code of Ethics
- Other Regulations of the FIA and the DMSB

Changes to the regulations are, in accordance with the DMSB, also possible during the season. 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 M240i Racing 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.

These general regulations, combined with the supplementary regulations of the organiser, are valid for all 9 races without exception. Meaning everything that is permitted for this cup class in the relevant supplementary regulations of the organiser and that is not contrary to these general regulations is permitted.

Here, the hosting and organisation of the event is the sole responsibility of Nürburging Langstrecken-Serie, meaning that all participation requirements and obligations of the organiser with regard to this cup class must be complied with.

In addition to the previous, it is only permitted to use the BMW M235i Racing Cup car within the Nürburging Langstrecken-Serie in the Cup Class and only in connection with the BMW M240i Racing Evo Package. For this reference is made to part II, Technical Regulations Art. 1.5.

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 general regulations, contact the series organiser.

3.1 Official Language

German

Only the German and DMSB approved text of the 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 and the event promoter 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

By the participants' registration for the individual events of the Nürburging Langstrecken-Serie, the participant is automatically classified for the BMW M240i Racing Cup.

No entry fee is levied for the BMW M240i Racing Cup. The entrant and/or driver must register the individual events of the Nürburging Langstrecken-Serie independently on time. Only the relevant organiser's guidelines apply for the entry procedure.

The series organiser does not make block entries.

Duplicate entries are permitted. Drivers may enter in no more than two vehicles. Furthermore, the supplementary regulations of the organiser are to be referred to.

The organiser reserves the right to cancel the entire series BMW M240i Racing Cup, if less than 7 participants registered for the series.

4.2 Entry Fees for the Season and per Event

There is no registration fee for the BMW M240i Racing Cup.

The amount of the registration fee is stated in the relevant supplementary regulations for the event (The right of withdrawal from the registration contract (entry fee refund) is regulated in the DMSB Event Regulations, Article 13).

4.3 Competition Numbers

The participants will get new competition numbers for each event, assigned by the organiser.

5. Licences

5.1 Required Grade of Licence

a) Drivers

Drivers holding an International entrant's and driver's licence valid for the year 2020, issued by the DMSB or by another ASN affiliated to the FIA with the grades

A, B, C, D, C/D-historic,
are eligible.

For all races on the Nürburgring Nordschleife

Besides the above mentioned licences, the following DMSB Permit Nordschleife (DPN) is required for each driver:

grade A
 grade B
(according to the DMSB-Car-Categorization).

b) Entrant

Entrants wishing to register with the driver must be in possession of an International commercial- or club-licence issued by the DMSB or by another ASN affiliated to the FIA and valid for the year 2020.

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 "(Only for DMSB-sanctioned events with the exception of FIA-sanctioned events).

The Series organiser will check for any restrictions in the validity of the DMSB sponsor card for held in all countries identified in the series calendar.

d) Guest Driver

N/A

e) Age Regulations

- In accordance with the valid DMSB Licence Regulations
- Each driver must be aged 18 or over at the time of the event.

5.2 Conditions for Entrants Outside Their National Territory

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

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. Liability Exclusion and Disclaimer

6.1 Organiser's Insurance

In accordance with DMSB Event Regulations.

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

In accordance with DMSB Event Regulations.

Participants irrevocably renounce the right to claim for damages in connection with the event, against the Bayerischen Motoren Werke AG, its bodies, employees and agents.

7. Events

7.1 Calendar of Series Events

| | | |
|---|---------------------------------|---------------------------------------|
| 1 | March 20. + 21.2020 | 66. ADAC Westfalenfahrt |
| 2 | April 03. + 04. 2020 | 45. DMV 4-Stunden-Rennen |
| 3 | April 17. + 18. 2020 | 62. ADAC ACAS Cup |
| 4 | June 26. + 27. 2020 | 51. Adenauer ADAC Rundstrecken-Trophy |
| 5 | July 10. + 11. 2020 | 60. ADAC Reinoldus-Langstreckenrennen |
| 6 | July 31. Juli + August 01. 2020 | 43. RCM DMV Grenzlandrennen |
| 7 | August 28. + 29. 2020 | ROWE 6 Stunden ADAC Ruhr-Pokal-Rennen |
| 8 | September 25. + 26. 2020 | 52. ADAC Barbarossapreis |
| 9 | October 23. + 24. 2020 | 45. DMV Münsterlandpokal |

All races are at the Nürburgring Nordschleife.

7.2 Maximum Number of Cars Authorised

The maximum number of permitted cars is defined in the DMSB circuit licence and listed in the supplementary regulations for the individual events.

7.3 Running of the Events

a) Practice

At least one timed practice has to be scheduled for each event (for details, see the supplementary regulations for each event). Each car must complete at least one (1) timed practice lap. 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 on the basis of a written application from the entrant / driver (see Nürburgring Langstrecken-Serie Regulations Part I, Art. 7.3.8).

b) Qualification

N/A

c) Starting Modes

The races will be started as follows:

- Rolling start (Indianapolis start)

d) Races

The races will run over a distance of four and six hours.

e) Maximum number of Laps

A maximum of 7 timed laps may be driven outside the pit lane in one stint. The warm-up lap(s) will not be counted. As soon as the race is started the start-finish line may be crossed maximum 7 times outside the pit lane, this is valid also for the second and all following stints, with the exception of the last race lap (Crossing of the finish line on the track). Exceeding the maximum permitted number of laps results in a three-minute penalty. The penalty is added to the participant's overall driving time at the end of the race. For each minute over the maximum permitted driving time and / or below the mandatory rest time a time penalty acc. to Nürburging Langstrecken-Serie Regulations of 10 seconds per minute or part thereof will be imposed and added by the Clerk of the Course / Race Director to the total racing time.

8. Classification

8.1 Points Table

The 2020 BMW M240i Racing Cup comprises a total of 9 classification events. To be classified in the overall standings for the BMW M240i Racing Cup, a driver must have started in at least 4 classification events.

To be classified in the Cup classification at an event and therefore receive points for the team and/or drivers' standings, one must have completed the required race distance in accordance with the Supplementary Event Regulations. Should the race distance be reduced, for whatever reason, the points awarded are reduced in accordance with the Supplementary Event Regulations. Should an event be cancelled altogether, the points are awarded in accordance with the Supplementary Event Regulations. The classification is made according to the official overall classification by classes of the Nürburging Langstrecken-Serie.

Team Classification

Prerequisite for the classification in the team classification is, that one is registered with a valid international entrant's license for the Nürburging Langstrecken-Serie (see Art. 5.1 b). If a team change is made by a driver, the transfer of points gained so far is precluded. The points of the team classification depends on the indicated entrant's license.

A maximum of two (2) vehicles per entrant can score points in the team classification. If there are more than two (2) vehicles per entrant, the entrant must decide with which both vehicles they want to score points. The entrant or a team representative has to submit the nomination of the vehicles and the specific competition numbers in written form to the organising committee (Part I, Art. 2.5) no later than the start of the qualifying for the respective event. The nomination cannot be submitted later. In this case BMW Motorsport will submit the nomination of two (2) vehicles with the two lowest competition numbers of the entrant by its own decision to the organising committee. Any submitted nominations for the team classification are valid for all events until withdrawal or change in consideration of the notification deadlines.

In case of any discrepancies or disagreements, an appeal can be lodged in writing with the organising committee within two weeks after the final race of the season.

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.bmw-motorsport.com>.

8.4 Points Table for “Drivers' and Team Classification”

The classification races forming part of the Nürburging Langstrecken-Serie are independent events. The following points will be awarded equally to all drivers of a vehicle who start the relevant event in this vehicle for the purpose of this classification. Double points are awarded in the Drivers' classification for the final round of the season.

In the team classification, only a team's best placed vehicle will receive points, as long as the vehicle is nominated for the team classification.

| Position: | Points: |
|------------------|----------------|
| 1st | 26 |
| 2nd | 20 |
| 3rd | 16 |
| 4th | 14 |
| 5th | 12 |
| 6th | 10 |
| 7th | 8 |
| 8th | 6 |
| 9th | 4 |
| 10th | 2 |

8.5 Classification of Duplicate Entries

Duplicate entries are permitted. Participants can start in no more than two vehicles. However, these participants can only collect points with one vehicle. Refer to the organiser's relevant supplementary regulations regarding this. If the organiser has not defined a regulation for this in the supplementary regulations, the participants must decide during the administrative checks with which vehicle they want to accumulate points for the classification.

8.6 Classification of Nürburging Langstrecken-Serie

Furthermore, the participants will be classified in accordance with the prerequisites of the Nürburging Langstrecken-Serie in the overall standings of the Nürburging Langstrecken-Serie. Refer to the supplementary regulations of the Nürburging Langstrecken-Serie.

8.7 Discards / Overall Result BMW M240i Racing Cup

At 9 classified events the number of discards is one (1) for Driver, Junior and Gentlemen Classification. A disqualification or an exclusion from the classification for the event is precluded for any discards. After the final race of the 2020 season, BMW Motorsport will discard the respective result. These will be published on <http://www.bmw-motorsport.com> two weeks after the final race of the season. In case of any discrepancies or disagreements, an appeal can be lodged in writing with the organising committee (Part I, Art. 2.5) within two weeks.

There are no discards in the team classification.

9. Private Practice and Testing

N/A

10. Administrative Checks

The relevant organiser is responsible for performing the administrative checks.

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

- Entry confirmation
- Entrant's/sponsor's licence
- Driver's licence
- DMSB Permit Nordschleife Grade A or B
- authorisation to take part in events abroad
- Medical aptitude form

10.1 Administrative Checks Schedule

See relevant Supplementary Regulations for the event or official notice board.

Administrative checks will take place on each Friday of a event between 08:30hrs and 20:00hrs and, **for late arrivals**, on each Saturday between 07:00hrs and 07:45hrs.

These checks will be carried out in the drivers' briefing room in the Race Control Tower (TÜV Tower), 1st floor, access from the walkway on the paddocks side.

10.2 Drivers' Meeting / Briefing

See relevant Supplementary Regulations for the event or official notice board.

The drivers' briefing in German language will take place on each Friday of a event at 18:30hrs.

The drivers' briefing in English language will take place on each Friday of a event at 19:30hrs.

The drivers' briefing in German language for participants arriving late will take place on the Saturday of the event at 07:30hrs.

All drivers briefings will take place in the Media Centre in the Race Control Tower (TÜV Tower), 2nd floor.

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 Clerk of the Course/ Race Director.

After the end of the drivers briefing, the organiser will supply each driver with a control armband which constitutes the authorisation to take part in the practice/ timed practice (qualifying) and the race.

11. Scrutineering / Technical Checks

The relevant organiser is responsible for performing scrutineering. 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. start numbers) and it must comply with the applicable technical regulations of the relevant organiser. In addition 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 event regulations.

The following vehicle documents must be presented:

- Technical passport or registration document / motor vehicle registration certificate Part I
- Certificate for rollover structure
- Certificate for fuel tank
- Parts catalogue and user manual

Technical checks can be ordered at any time in agreement with the stewards. See part 2 of this regulation.

The scrutineer may check the complete vehicle during the inspection. During the event, the scrutineer, in agreement with the stewards, 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. 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

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 and series' organiser being notified and may result in exclusion from the classification for the event.

If seals are damaged or missing, this has to 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.

11.2 Schedule Scrutineering / Technical Checks

See corresponding Supplementary Event Regulations or official notice board.

Initial scrutineering of the race cars will take place on the Friday of each event between 09:00hrs

and 20:00hrs.

For late arriving participants, scrutineering is also possible on the Saturday morning of each event between 07:100hrs and 08:00hrs, but only upon previous application and a written confirmation by the chief scrutineer (→see www.vln.de / Ansprechpartner / Sport & Technik / Obmann Technische Abnahme).

Scrutineering times may also be defined according to groups and/or classes.

Scrutineering of the race cars will take place in garages 1 – 3 and/or the team garages and/or at any other location.

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

12. Races

12.1 Usage of Wet Tyres

During the events, the participants have to adhere to the tyre regulations stipulated in part II Art. 2.7.

12.2 Maximum Number of Persons working on a Car and Safety Equipment

See corresponding Supplementary Event Regulations.

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

See corresponding Supplementary Event Regulations.

13. Title, Prize Money and Trophies

13.1 Title Overall Winner

The title:

Champion BMW M240i Racing Cup 2020

will be awarded to the driver pairing that has scored the highest number of points after all of the classification events and discards in the BMW M240i Racing Cup.

The "Champion BMW M240i Racing Cup 2020" and potential vehicle owner promise to provide the winning vehicle to BMW Motorsport free of charge at the request of BMW AG to be exhibited at the "Essen Motor Show 2020".

The title:

Team Champion BMW M240i Racing Cup 2020

will be awarded to the team which has scored the highest number of points after all of the classification events in the 2020 BMW M240i Racing Cup.

The "Team Champion BMW M240i Racing Cup 2020" and potential vehicle owner promise to provide the winning vehicle to BMW Motorsport free of charge at the request of BMW AG to be exhibited at the "Essen Motor Show 2020".

13.2 Prize Money and Trophies

(1) Classification

(a) Driver's Classification

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

(b) Gentleman Classification

Furthermore, the best-placed 'gentleman' at the end of each race receives a trophy at the award ceremony.

(2) Annual Drivers' Classification

(a) Material Prize

The top five driver pairings in the drivers' classification after all races and the discarded results / result will receive material prizes at the end of the season.

(b) Trophies

Furthermore, the top five driver pairings will each receive a trophy at the annual award ceremony.

(3) Team Classification

The best-placed team receives a trophy at the award ceremony after each event.

(4) Annual Team Classification

(a) Prize Money

The top five teams in the Team Classification after all the classified races receive the following prize money at the end of the season:

| Position: | Prize Money: |
|------------------|---------------------|
| 1. | 30.000,00€ |
| 2. | 25.000,00€ |
| 3. | 20.000,00€ |
| 4. | 15.000,00€ |
| 5. | 10.000,00€ |

(b) Trophy

The Team Champion will also receive a trophy at the annual award ceremony.

(c) Material Price

The top five teams in the Team standings after all the classified races receive a material price from the series partner GOODYEAR.

(5) Junior Classification

A driver is classified as Junior, when he / she does not turn 25 in the running season. As such, drivers born in 1996 may be classified in the Junior classification for the last time in the 2020 season. Art. 8.1 must be observed, in order to be classified in the Junior classification.

The best-placed Junior in the Drivers' classification at the end of the season, after all the races and discards, receives a material prize and a trophy at the annual award ceremony. He / she also receives the title:

Junior Champion BMW M240i Racing Cup 2020

(6) Gentlemen Classification

Drivers aged 45 or above in the year in question are classed as Gentlemen. As such, drivers born in 1975 may be classed as Gentlemen for the first time in the 2020 season. The best-placed Gentleman in the Drivers' classification at the end of the season, after all the races and discards, receives a material prize and a trophy at the annual award ceremony. Art. 8.1 must be observed. He also receives the title:

Gentlemen Champion BMW M240i Racing Cup 2020

13.3 Payment of Prize Money

The series organiser will transfer all prize monies to the team / entrant after an invoice has been correctly issued in accordance with the local law of the recipient of the prize money (depending on his / her trading identity in accordance with § 2 UStG). The series organiser makes the payment in full to the team.

The claim for prize money from BMW Motorsport is met upon transfer of the prize money to the team/entrant.

If the prize money is paid to foreign participants, meaning to participants who neither live nor reside in Germany, the series organiser is obligated to deduct the withholding tax to be paid by the participant in accordance with § 50a Para. 1 No. 1 EStG for the account of the foreign participant and to pay it to the tax office. The team receives the prize money minus the withholding tax. On request, the series' organiser will provide the foreign participant with a corresponding tax certificate for the withholding tax.

The handling of sales tax for the prize monies and their accounting are to be checked in advance by the recipients of the prize money, in particular with regard to the legal requirements of the respective venue. Relevant invoice information such as information about the tax liability of the beneficiary in accordance with § 13b UStG (German law), for example, is to be made available.

The remaining prizes will be handed out at the awards ceremony for the season.

The series' organiser reserves the right to reduce prizes to be paid by payables owed to themselves and / or the organiser.

13.4 Disqualification from the BMW M240i Racing 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 M240i Racing Cup altogether.

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

13.5 Awards Ceremony

An awards ceremony will take place after each race after the event. The award ceremony forms part of the event. The top three driver pairings as well as a team representative from the top team will be honoured by the organiser. Participation is mandatory. Absence will be penalised through withholding the trophy and the material prize. Special dispensation may be granted upon a written request to the series' organiser in consultation with the relevant organiser.

The awards ceremony for the season in the BMW M240i Racing Cup will take place as part of the annual Nürburgring Langstrecken-Serie award ceremony at the end of the year. The top five drivers and the top five teams will be honoured. These will be informed in writing in advance by BMW Motorsport. Participation is mandatory.

Absence will be penalised through withholding the trophy and the material prize. Special dispensation may be granted upon a written request to the series' organiser in consultation with the relevant organiser.

14. 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 DMSB:

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

Appeal deposit – payable to the DMSB:

National Status EUR 1,000.00

Appeal to the FIA – payable to the FIA: EUR 6,000.00

An additional fee of EUR 3,000.00 charged by the DMSB shall become due for an international appeal (FIA).

(Protest and appeal deposits are exempt from VAT)

15. Exclusion of Jurisdiction of a Court and Limitation of Liability

- (1) The jurisdiction of a court is excluded for decisions made by 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 any kind whatsoever may be derived from actions and decisions made by the DMSB or its jurisdiction, or by DMSB 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 Event 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 BMW M240i Racing 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 BMW M240i Racing Cup. All television rights for the BMW M240i Racing 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.

Furthermore, reference is made to 2.10.3 (Part 2) 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 M235i Racing produced specifically for this purpose in connection with the BMW M240i Racing Evo Package. The BMW M235i (F22) in series production is the basis for this vehicle.

In the BMW M240i Racing Cup Class only vehicles which comply to the technical regulations here state are used. Also refer to part 2, Art. 1.5.

1.2 Principles of the Technical Regulations

- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part)
- Technical regulations of the VLN production car group (VT3 class)
- The most recent version of the parts catalogue for the BMW M235i Racing
- The most recent version of the user manual for the BMW M235i Racing
- Supplementary Event Regulations, part I of this regulation including all attachments

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

1.3 General / Preamble

Anything not explicitly allowed by these regulations is prohibited. Permitted modifications must not result in any illegal 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 M235i Racing fundamentally defines the race car. Deviations from this catalogue must be approved by these Technical Regulations or they are deemed to be impermissible.

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).

Furthermore, 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 observed.

1.5 General Regulations, Permitted Modifications and Installations

The BMW M235i Racing 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 DMSB safety regulations are adhered to at all times.

Changes to the parts catalogue and with it the vehicle specification made by the series' organiser are to be restricted to measures that improve safety or reduce costs. 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 parts worn through use or accident may be carried out.

The limits of modifications and installations allowed are specified hereafter. 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 with the original shape. 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.

The entrant / driver / owner is hereby informed that the BMW M235i Racing car (as supplied) may only start in this Cup class at events, at which a Cup class generated specifically for this car is available. The car may only start in connection with the BMW M240i Racing Evo Package. Should the organiser not provide a Cup class generated specially for this car, the organiser is obliged to classify the car in an appropriate class and, where necessary, to integrate it using a "Balance of Performance". A special authorisation to take part in a different class may only be granted by BMW Motorsport and applied for with the respective organiser.

1.5.1 Ground Clearance

The ground clearance is measured with an empty fuel tank and without a driver. The ground clearance must be a minimum of 100mm. This will be proven by placing a test object below the vehicle. No component must touch the test object. The front splitters, ram-air lips, tyres and rims, as well as parts damaged while driving, are not subject to this regulation. The lifting jack system must comply with the 100 mm limit.

The organiser will define a reference area for measuring the ground clearance before the start of the event. For Nürburging Langstrecken-Serie races, the pits 1-3 will be the reference area.

The tyre pressure may be raised to the reference pressure (2.4 bar FA; 2.3 bar RA) for measuring.

1.6 Minimum Vehicle Weights and Ballast

The organiser determines the scales for measuring the minimum vehicle weight before the start of the event.

For Nürburging Langstrecken-Serie events, the scales in the scrutineering building of TÜV Rheinland will be the reference scales.

The minimum weight of the vehicle is 1450 kg. The weight of the vehicle must be at least this minimum vehicle weight at all times during the event. The vehicle will be weighed with an empty

fuel tank and without a driver. 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.

DMSB Note:

The DMSB guidelines for vehicle weighing (including calibration or calibration of balances) needs to be respected by the series organizer. 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 adhered to.

The vehicles must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions. The vehicles must be equipped with a standard catalytic converter with the following specifications:

HJS catalytic converter according to DMSB homologation R9010-10

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 Regulations and Start Numbers on the Vehicles

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.

Taking the FIA / DMSB regulations for start number and advertising on the vehicles into account, the following advertising is compulsory on the race car. See part 3, attachment 2 of these regulations.

The sticker regulations of the relevant organiser 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 or event organiser, or be in conflict with ISG. Any exemptions from this must be requested in writing from the series organiser.

For the driver 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 place the series organisers as well as the event organisers' patch on the overall and to leave it there for the entire event period. The patches will be determined regarding size, type, number and position (see space for patches in attachment 1). To the patches of der series and event organiser there must be a minimum distance of 10 mm to the team specific patches.

The advertising regulations are part of the regulations. The non-compliance of these guidelines will be punished with a payment of € 2.500,- per infringement / event to the DMSB.

Regarding this it is referenced to attachment 1 and 2 of these regulations as well as to the series organiser's regulations.

1.11 Safety Equipment

The vehicles must be fitted with the following safety equipment.

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

- 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

1.12 Fuel and Standard 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, or Diesel fuel in accordance with Art. 252.9 and DIN EN 590. Any additive other than air or lubricant for two-stroke engines is prohibited. In addition, the octane limits value of max. 103 RON instead of 102 RON is valid for petrol fuel.

The following single fuel must be used: please see the regulations of the event organiser.

At no time may a fuel other than the one defined and provided by the organiser be in the fuel system.

1.12.1 Fuel Check

At any time during the event the stewards may extract fuel samples. The DMSB fuel regulations including residual fuel quantities (DMSB Manual, blue part).

1.12.2 Refuelling, tank system and checks

At events on the Nürburgring Nordschleife it is not allowed to use refuelling bottles.

1.13 Technical Definitions

In addition to the definitions in accordance with this Article and Article 3.3 (Part 1) 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.

Anything 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 delivered sealed. Any changes to the engine or its attachments are prohibited (see Part 1, Art 11).

2.2.1 Exhaust System

The exhaust system outlined in the parts catalogue has to 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 BMW AG and the scrutineer.

2.4 Braking System

The entire braking system and its parts subject to wear are only to be obtained from BMW AG.

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

The brake pads will be labelled by BMW before delivery, to identify that they conform to regulations. Brake pads not labelled are not permitted.

The brake pads must be labelled as shown in figures 2.4.1 and 2.4.2.



Figure 2.4.1: Brake pad, RA



Figure 2.4.2: Brake pad, FA

The minimum strength of the base plate for the brake pads is 6mm for the front axle and 4mm for the rear axle.

The brake calliper can be installed in two variants, as in figure 2.4.3.

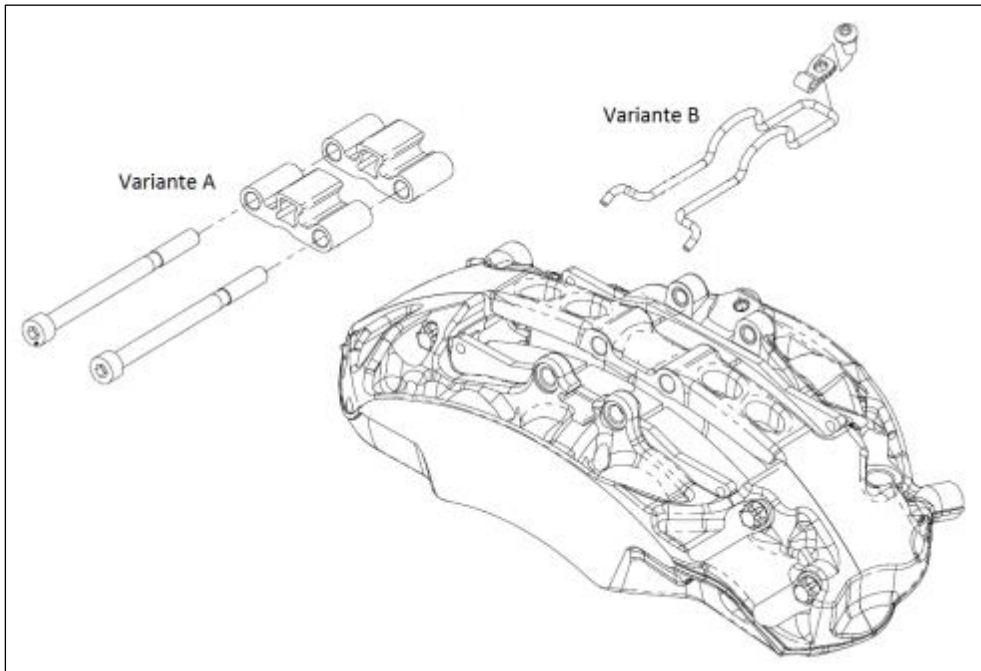


Figure 2.4.3: Brake calliper with brake pad bracket system

The PFC braking system may only be used at events, if this is explicitly permitted in the respective regulations.

The brake pads for the PFC braking system may be modified on the guides for the calliper's crossbar. This is displayed in figure 2.4.4.

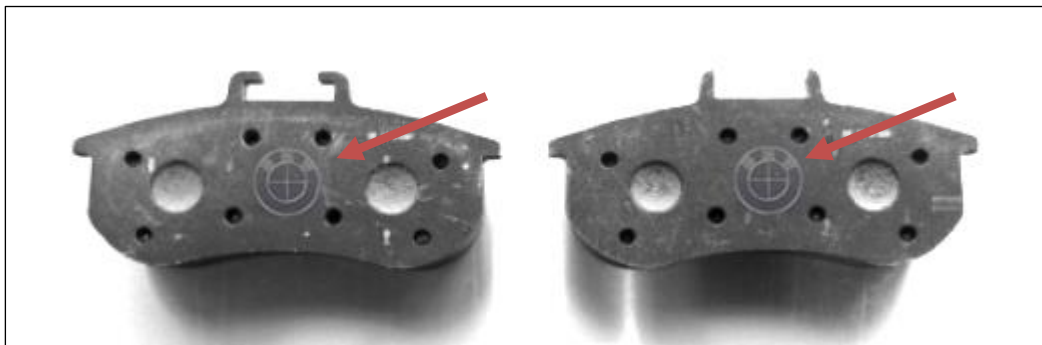


Figure 2.4.4.: Left the original brake pad, right the modified brake pad, each with the BMW logo

The new and the old version of the brake cooling system can be taped partially or completely at the brake sheet by using commercial tape. The tape is only allowed on the ventilation sheets with the following part numbers:



2.5 Steering

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

The 2016 specification of the steering gear stop bush (figure 2.5.1) must have a minimum height of 18.5mm.

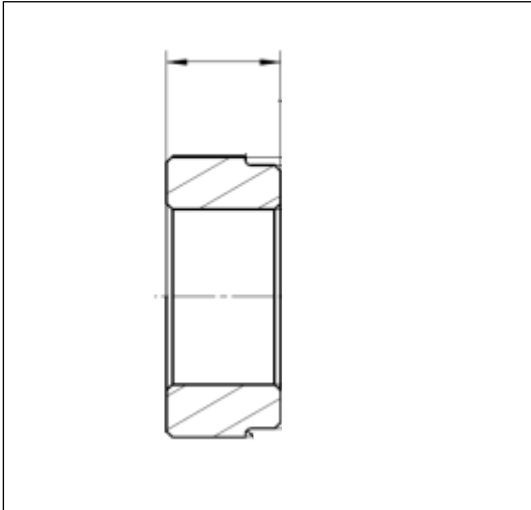


Figure 2.5.1: Steering gear stop bush

2.6 Suspension

The suspension was modified for use on a race track and is defined by the parts catalogue. It must in principle not 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, the entire roll stabiliser must be removed.

The following two versions of the suspension strut are allowed:

- Part No.: 3130 8417 335 and 3130 8417 336 (left and right version with welded joint)
- Part No.: 3130 8416 659 and 3130 8416 660 (left and right version with screw lock)

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.

The following dimensions must be configured for certain arms on the rear axle:



Figure 2.6.1: Suspension arm, rear axle

8 417 254 Suspension arm RA 416mm (+/-2mm)

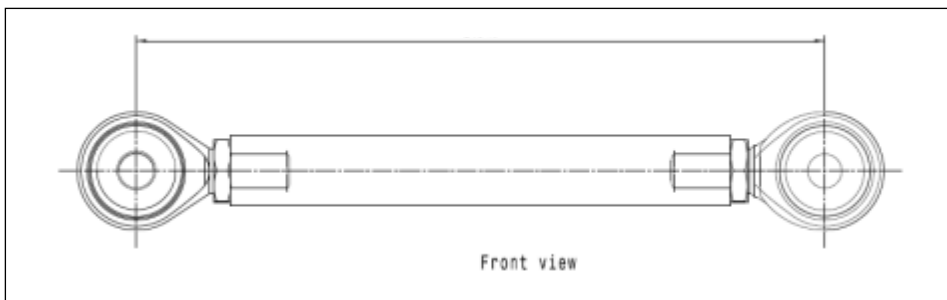


Figure 2.6.2: Trailing arm, rear axle

8 417 242 Trailing arm RA 245mm (+/-2mm)

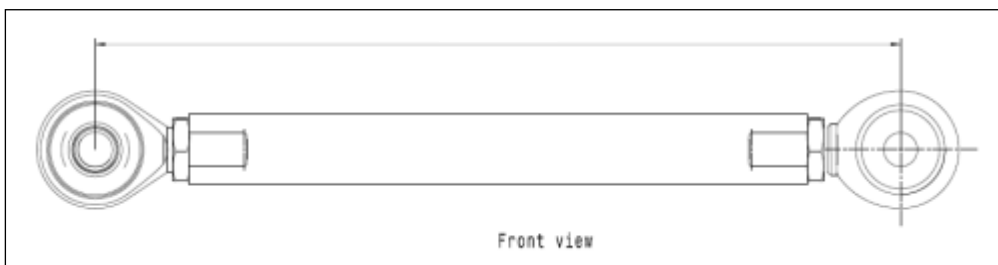


Figure 2.6.3: Wishbone, rear axle

8 417 247 Wishbone RA 289mm (+/-2mm)

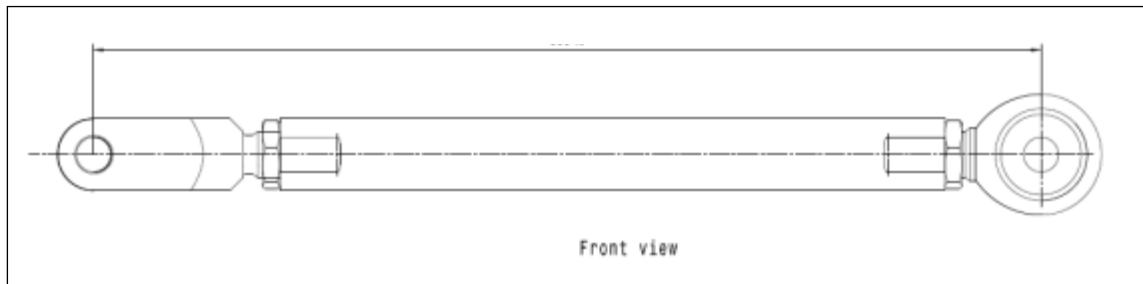


Figure 2.6.4: Trailing arm, rear axle

8 417 250 Trailing arm RA 330mm (+/-2mm)

The dampers have the following dimensions:

Front axle (measuring points, see figure 2.6.5):

Fully extended: 511mm (+/-3mm)

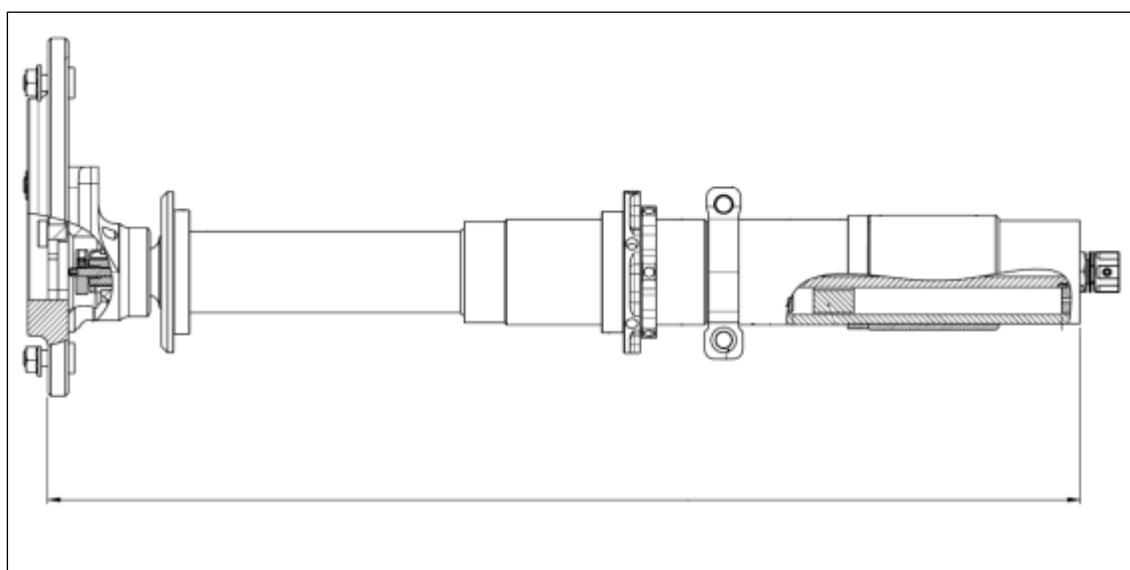


Figure 2.6.5: Measuring points, front-axle damper

Rear axle (measuring points, see figure 2.6.6):

Fully extended: 461mm (+/-3mm)

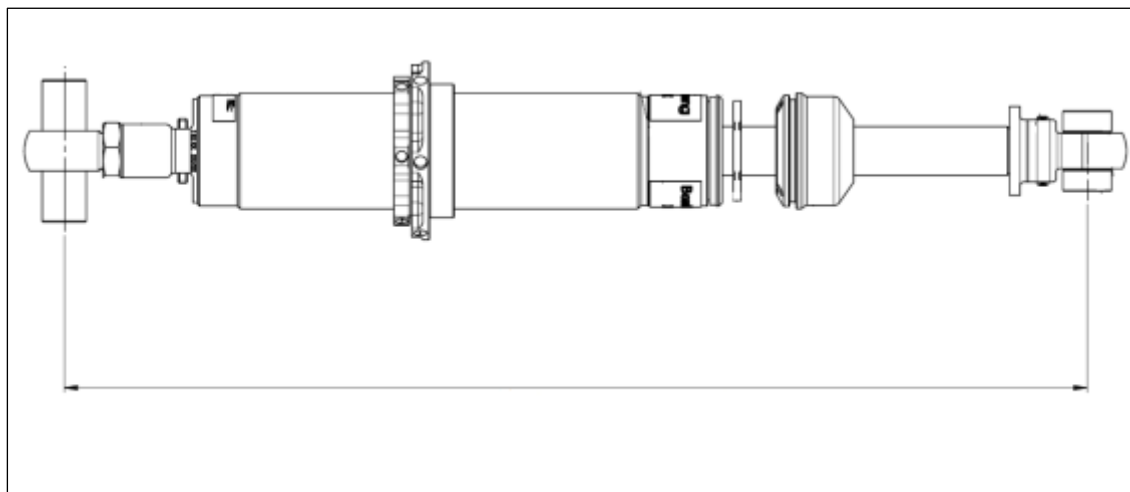


Figure 2.6.6: Measuring points, rear-axle damper

2.7 Wheels (Flange + Rim) and Tyres

Only the defined Goodyear tyres with the dimensions 265 / 660 R18 CM 720 may be used for the BMW M240i Racing Cup. The parts catalogue specifies a slick tyre and a wet-weather tyre. The tyres must be obtained from Goodyear Dunlop Tires Germany GmbH and will be labelled before they are issued.

There is no limit to the number of tyres per event.

At Nürburgring Langstrecken-Serie events, labelled old slick tyres may be used at no more than the next two Nürburgring Langstrecken-Serie races (race 2 tyres can thus be used again at race 3 and race 4). The exception to this rule are labelled slick tyres, which have not yet been used. These can be re-labelled at Goodyear Dunlop Tires Germany GmbH. Should an event be truncated or cancelled due to unforeseeable occurrences, or primarily wet-weather tyres be used due to weather conditions, the series organiser can issue a bulletin to annul this rule.

The number of wet-weather tyres is not restricted.

The heating of tyres is regulated by the organiser.

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 on 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.

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.

A protective grid may be installed behind the kidneys of the front skirt for protection.

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. The seat attachment that differs from the series vehicle is documented in Part 3 Attachment 3 by an image.

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

The maximum track width is 1905mm on the front axle and 1885mm on the rear axle.

Measurement instructions:

The car is measured in the reference area. For information on the reference area, refer to TR Art. 1.5a. The tyre pressure may be raised to the reference pressure (2.4bar FA; 2.3bar RA) for the measurement.

A right angle is placed perpendicular under the centre of the axle, on the floor next to the left tyre, and is positioned against the outside wall of the tyre. This position is marked on the ground. This procedure is repeated on the right side of the car.

The distance from the left to the right marking is the track width.

2.9 Aerodynamic Devices

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

- Rear spoiler
- Front splitter
- Side skirts
- Rear wing

The position of the rear wing is defined as follows:

Measurements are always taken in the centre of the car, regardless of the configured angle of the wing.

Wing position on X axis:

The distance between the top edge of the window and the rear edge of the rear wing is 1040mm (+/-15mm tolerance).

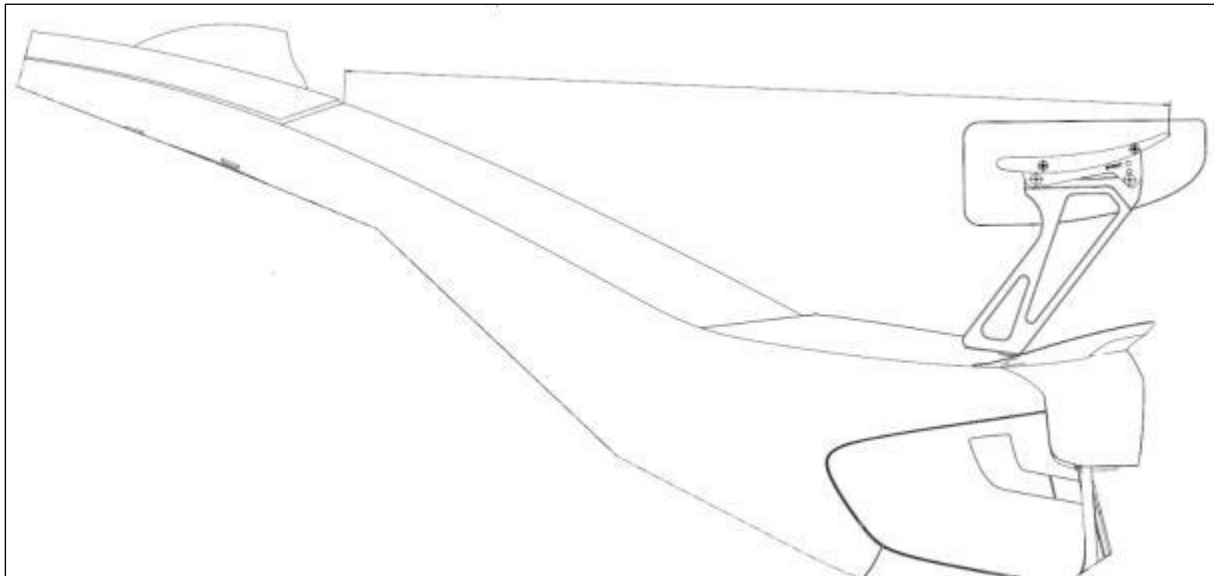


Figure 2.9.1: Determining the wing position on the X axis

Wing position on Z axis:

The distance between the rear edge of the rear wing and the rear edge of the rear spoiler – both measured at the top edge – is 230mm (+/- 30mm tolerance).

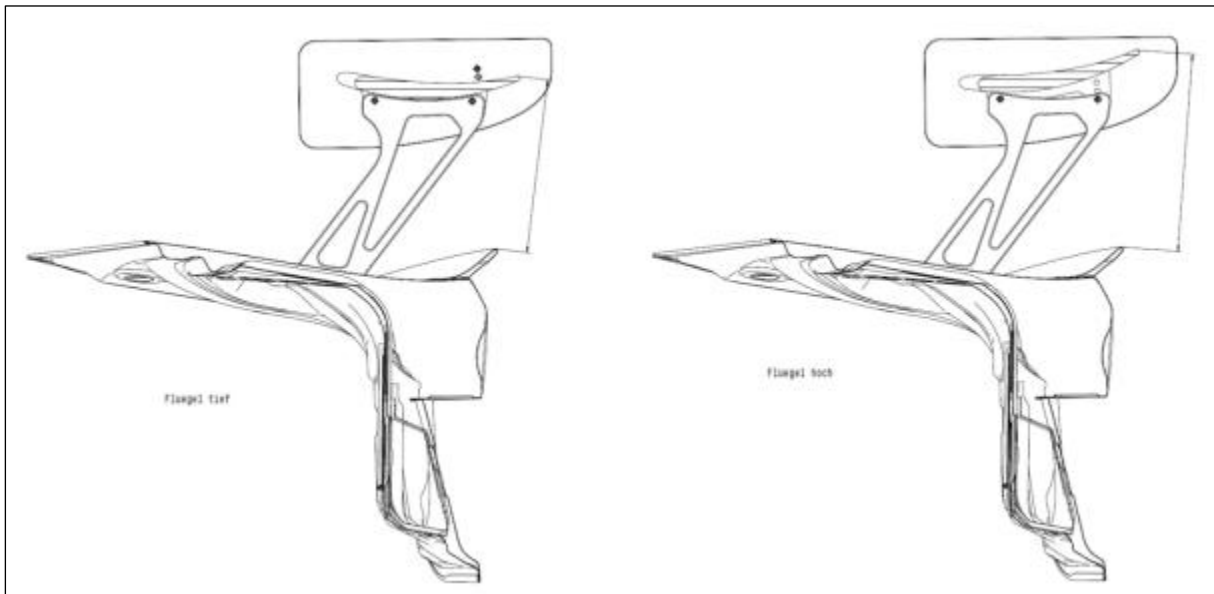


Figure 2.9.2: Determining the wing position on the Z axis

2.10 Electrical Equipment

Data Logger System AIM evo5 for the BMW M235i Racing

The vehicle contains 2 CAN interfaces for connecting data loggers.

The entrant is obliged to use the AIM evo5 Data Logger System for the BMW M235i Racing. It consists of the following parts:

- Data logger evo5-B235i
- Wire harness evo5-KBB253i

- GPS antenna GPS-08M (200cm)
- Boost pressure sensor

The data logger system can be ordered from BMW Motorsport.

For participants which take part only once in the BMW M240i Racing Cup 2020 it's possible to borrow the data logger system for a rental fee at BMW Motorsport.

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 is not made public and is only used for internal purposes. 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.

On the Friday before the respective event, the memory cards for qualifying and the race are issued to the participants at the BMW Support Truck from 18:30 to 19:00. To receive the memory cards, each participant must be there in person, or send a team representative. They cannot be issued later. When issuing or returning the memory card, the return or receipt of the memory card must be confirmed in writing by the participant himself or a representative of the team. One receives two memory cards: one for qualifying and one for the race. The participants are obliged to use the memory cards in the data logger system for qualifying and the race. Each of these memory cards is assigned to one participant and one session using an identification number. By confirming receipt in writing, the participant guarantees the memory card will be installed and operated correctly. To ensure this is the case, they should refer to the documentation handed out with the card. 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.

The participant or a team representative must return the memory card at the BMW Support Truck no later than 30 minutes after the end of qualifying for the respective event.

The participant or a team representative must return the memory card at the BMW Support Truck no later than 30 minutes after Parc Fermé is opened.

Furthermore, the entrant has the option of copying the data from the memory card before returning it to BMW Motorsport, and to use the data from the data logger system for his own purposes.

Should the data on the memory card no longer exist or be incomplete, this 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 use a camera in the car. It can be fixed on the data logger system or be an independent camera system. The camera and holder of the camera must be shown at scrutineering. The participant is obliged to provide BMW Motorsport with the recordings where necessary. BMW Motorsport 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 in their decision making.

The option also exists to install the corresponding dashboard, AIM M22GD-B235i.

The options of the data logger system, camera and dashboard, cannot be ordered at BMW Motorsport and are available via the retail market.

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> |
|--|---|
| Failure to attend the handing out of memory cards on Friday, between 18:30 and 19:00 | 30 seconds added to the fastest qualifying lap. |
| Late return of / failure to return memory card after qualifying, or data on memory card not available or only partially available. | 1 minute penalty, to be added to the fastest qualifying lap. Furthermore, the installation of the memory card is secured with a seal and checked during the post-race inspection. |
| Late return of / failure to return memory card after the race, or data on memory card not available or only partially available. | 5 minute penalty added to total race time. |

The series organiser reserves the right to award further and/or more severe penalties – particularly in case of a repeat offence.

2.11 Fuel Circuit

Defined in the parts catalogue and must be installed without modification. It is mandatory to install the scuff protection mat (part no. 1600 8417093) in each car.

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

2.12 Lubrication System

The lubrication system has been changed for use on a race track compared with the series vehicle and is defined in the parts catalogue. All utilities (oils, fats, coolants and brake fluids) specified in the ETK (parts catalogue) must be used as specified 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 has to promptly provide in written form all information (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
- GPS Auge
- Transponder for measuring noise
- Transponder for timekeeping
- Lap trigger

No telemetry systems are permitted. It's allowed to use the data interface from the GPS Auge with the name „M-GPSA-K1“.

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 vehicle:

- Tyre pressure check (sensors in the rims and antennae)
- Lap trigger
- GPS sensor
- Transponder for measuring noise
- Transponder for timekeeping
- 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 vehicle, this must be approved by the scrutineer.

A system for monitoring tyre pressure using sensors and related antennae is permitted. As outlined in Article 1.11, 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 sports commissioners 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.

The BMW 235i Racing parts catalogue defines an optional air pressure lifting system. This is the only optional system. If an air pressure lifting system is installed, the compressed air supply is released. The prerequisite being that the boot can be opened and closed without coming into contact with the supply used. The section in the boot lid must not be changed. The position of the supply must not be changed.

(d) Upgrade Package

The following components from the update package 2016 are mandatory:

- Rear wing, incl. side panels, rear wing support and boot lid (figure 2.14.1)
- Braking system (figure 2.14.2)
- Suspension link (figure 2.14.3)
- Driver air duct

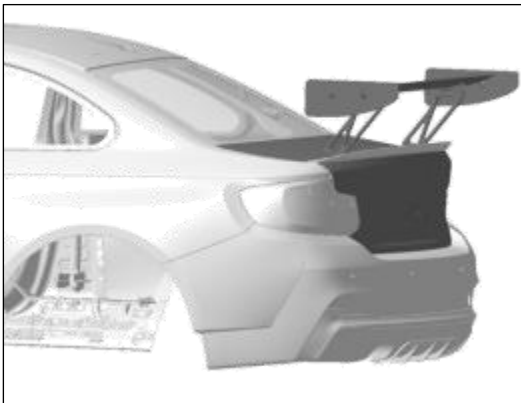


Figure 2.14.1: Rear wing

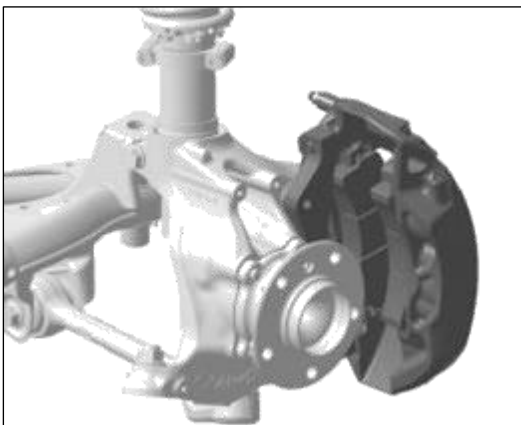


Figure 2.14.2: Braking system FA

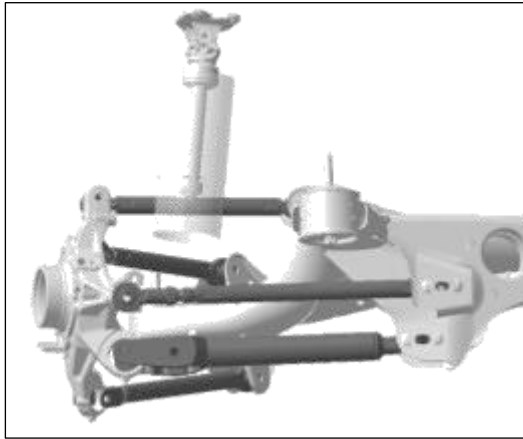


Figure 2.14.3: Suspension link RA

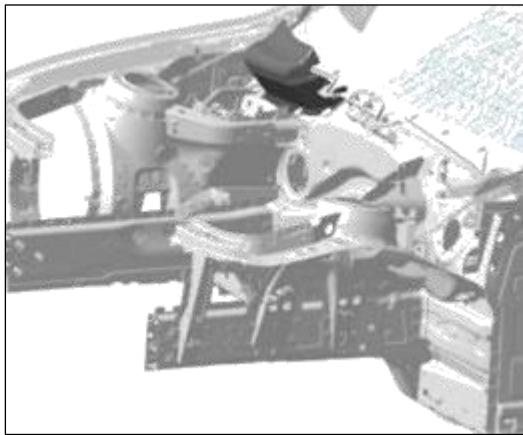


Figure 2.14.4: Driver air duct

(e) BMW M240i Racing Evo Package

The following parts from the BMW M240i Racing Evo Package 2020 have to be installed in all cars:

| PART NUMBER | QUANTITY | DESCRIPTION |
|-------------|----------|---|
| 8431620 | 20 | WHEEL NUT (optional) |
| 8067074 | 1 | M240i EMBLEM REAR |
| 8067078 | 2 | M240i ENTRY SILL |
| 1840960 | 12 | CLIP |
| 8417359 | 1 | ENDPLATE REARWING, LEFT |
| 8417360 | 1 | ENDPLATE REARWING, RIGHT |
| 8441433 | 1 | HEADLIGHT LED, LEFT |
| 8441434 | 1 | HEADLIGHT LED, RIGHT |
| 2410239 | 1 | RETROFIT WIRING HARNESS, HEADLIGHTS LCI |
| 9228356 | 1 | SOCKET HOUSING |
| 6961201 | 2 | SELF-LOCKING HEX BOLT |
| 6978618 | 4 | TORX SCREW WITH WASHER |
| 9908008 | 2 | COUNTERSUNK SCREW |
| 7736327 | 25 | CABLE TIE |
| 1415620 | 4 | SHRINKING HOSE |
| 7420991 | 1 | TAIL LIGHT LED, LEFT |
| 7420992 | 1 | TAIL LIGHT LED, RIGHT |
| 2359993 | 2 | REPAIR KIT FOR SOCKET HOUSING |

For US cars the following parts need to be installed instead of the above mentioned:

| PART NUMBER | QUANTITY | DESCRIPTION |
|-------------|----------|---|
| 8431620 | 20 | WHEEL NUT (optional) |
| 8067074 | 1 | M240i EMBLEM REAR |
| 8067078 | 2 | M240i ENTRY SILL |
| 1840960 | 12 | CLIP |
| 8417359 | 1 | ENDPLATE REARWING, LEFT |
| 8417360 | 1 | ENDPLATE REARWING, RIGHT |
| 8441433 | 1 | HEADLIGHT LED, LEFT |
| 8441434 | 1 | HEADLIGHT LED, RIGHT |
| 8441435 | 1 | RETROFIT WIRING HARNESS, HEADLIGHTS LCI |
| 9228356 | 1 | SOCKET HOUSING |
| 6961201 | 2 | SELF-LOCKING HEX BOLT |
| 6978618 | 4 | TORX SCREW WITH WASHER |
| 9908008 | 2 | COUNTERSUNK SCREW |
| 7736327 | 25 | CABLE TIE |
| 1415620 | 4 | SHRINKING HOSE |
| 8441431 | 1 | TAIL LIGHT LED, LEFT |
| 8441432 | 1 | TAIL LIGHT LED, RIGHT |
| 2359993 | 2 | REPAIR KIT FOR SOCKET HOUSING |

(f) Special Installations

As far as an approval / release from the DMSB, the event organizer and the series organizer, as well as a DMSB technical passport with relevant listing is available, the following conversion kit for physically disabled driver is allowed:

Hand control for brake pedal and throttle from the company Veigel Classic II BHA 27017

The DMSB technical passport incl. all approvals has to be presented during scrutineering. It should be noted, that the approval is vehicle related and the special installations are only allowed to be used in combination with the entry of the relevant driver on the respective vehicle for the specific event.

2.15 Fixing of track- / trailing arms and wishbones to the wheel carrier

To fix the track- / trailing arms and wishbones to the wheel carrier the screw with the part number 6793891 (4/2016) can be optionally be replaced by a screw with a flat washer (see part number below). The flat washer cannot be used together with the screw with the part number 6793891 (4/2016). Should the part number change due to internal processes, the newer part number will replace the older one.

| | | | |
|---------|---|----|---|
| 8427181 | 6 | 00 | ZYLINDERSCH. ISO4762 M12X1.5X65 10.9 SW |
| 8427203 | 6 | 00 | SCHEIBE M12 ISO7089 200HV A2 |

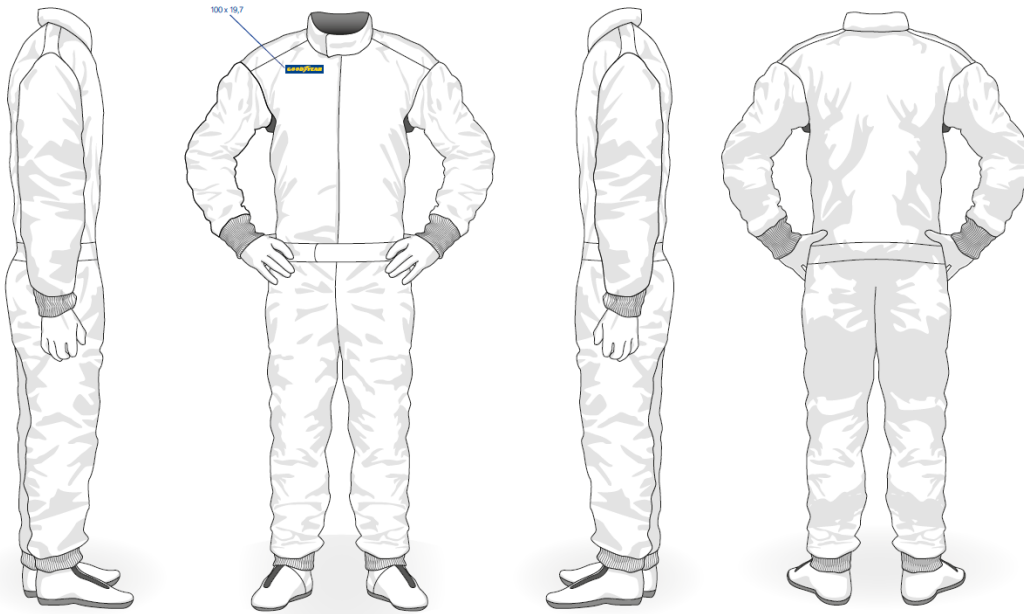
Part 3 Attachments / Drawings

Attachment 1: Advertising on the Driver’s overall according to the Series Regulations

The following areas are reserved for the series’ organiser and are not available to the participant (see Sporting Regulations 19.1). These areas are reserved only at following events:

- Nürburgring Langstrecken-Serie
- ADAC 6h Qualifying Race Nürburgring
- ADAC 24h Nürburgring

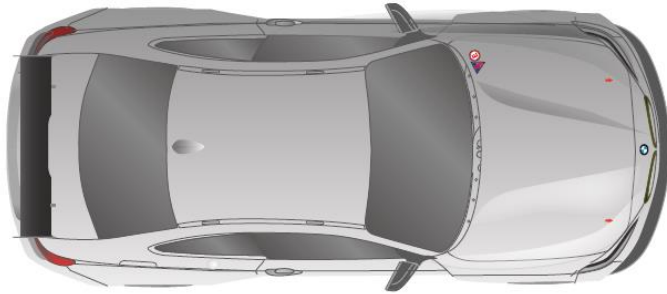
For further details, see the Supplementary Event Regulations.



| No. | Area | Owner | No. | Area | Owner |
|-----|-----------------------|----------|-----|------|-------|
| 1 | Right-hand chest area | Goodyear | | | |

Attachment 2: 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, Art. 19.1, Part 2, Art. 1.10). For further details, see the Supplementary Event Regulations.



M240i Racing
Cup Design 2020



| No. | Area | Owner |
|-----|---|-------|
| 1 | Front bumper bottom right / left | BMW |
| 2 | Rear bumper / middle section right / left | BMW |
| 3 | Side skirts right / left | BMW |

Attachment 3: Seat and Harness Attachment

The seat attachment has been changed from that of the series vehicle. 2 options are permitted:

1. Option “Aluminium Plate” (2014)

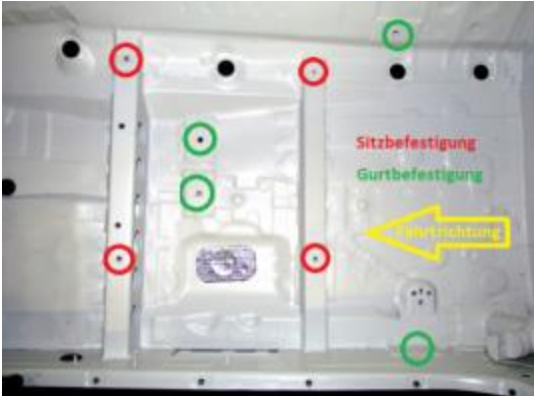


Image 3.3.1: Seat and harness attachment points for the driver

The base plate (figure 3.3.2) must be attached to the attachments points in figure 3.3.1. The seat rail must be screwed onto the base plate and can be attached in two different positions.



Figure 3.3.2: Base plate for seat attachment, attached to traverse seat attachment



Figure 3.3.3 Recaro seat rail, model 364954.

Option 1 can only be installed in cars with the following cage numbers: 1301 to 1347.

2. Option “Reinforced Console” (from 2015)

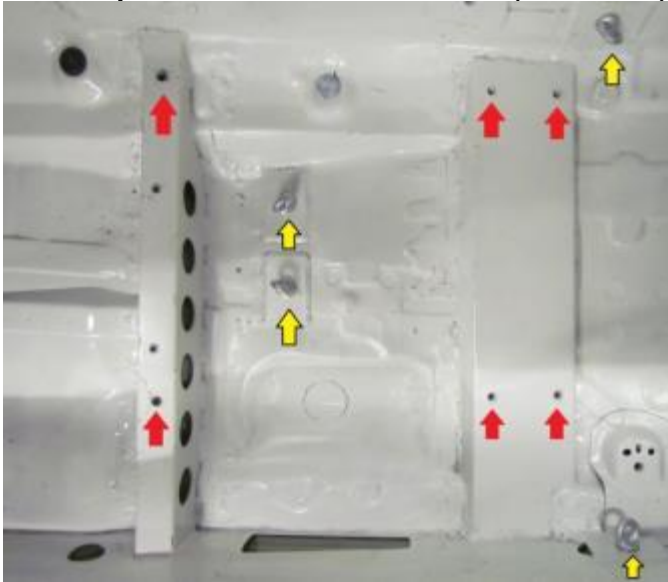


Figure 3.3.4: Seat and harness attachment points for the driver (2015)



Figure 3.3.5. Seat rail and console (2015)

In this case, the seat rail is screwed directly into the car at the six points (red arrows in figure 3.3.4.) without an aluminium plate.

Attachment 4: Regulations of other Race Series

(1) ADAC 24h Nürburgring / 6h Qualification Race

Tyres

TR Art. 2.7 applies. The tyres for the 24-hour race and qualification race are labelled specifically. Labelled tyres that have not been used can be re-labelled at Goodyear at any time. Tyres used in the qualification race may only be used again at the 24-hour race. Tyres used in the 24-hour race may be used again at the two subsequent Nürburgring Langstrecken-Serie events.

(a) Upgrade Package / Evo Package

The Upgrade Package in connection with the BMW M240i Racing Evo Package is mandatory for the 2020 season. TR Art. 2.14 (b) applies without restriction.

(b) Scales

For information on the reference scales, in accordance with TR Art. 1.6, please refer to the organiser's regulations.

(c) Ground clearance / track width

For information on the reference area for the ground clearance and track width measurements, in accordance with TR Art. 1.5a, 2.8d, please refer to the organiser's regulations.

(d) Maximum Number of Laps

SR Art. 7.3 (e) does not apply.

(e) Data Logger

TR Art. 2.10 applies without restriction.

(2) RCN

(a) Tyres

TR Art. 2.7 applies for RCN events, providing that the brand and size of tyre is unrestricted in the 2020 season, there is no limit to the number of tyres, and tyres are not labelled.

(b) Upgrade Package / Evo Package

The Upgrade Package in connection with the BMW M240i Racing Evo Package is mandatory for the 2020 season. TR Art. 2.14 (b) applies without restriction.

(c) Scales

For information on the reference scales, in accordance with TR Art. 1.6, please refer to the organiser's regulations.

(d) Ground clearance / track width

For information on the reference area for the ground clearance and track width measurements, in accordance with TR Art. 1.5a, 2.8d, please refer to the organiser's regulations.

(e) Maximum Number of Laps

SR Art. 7.3 (e) does not apply.

(f) Data Logger

TR Art. 2.10 applies, provided that no data logger system is provided and the installation and usage of the data logger system is not mandatory.

(g) Other

At RCN events that are not races, participants may take part in the event with a passenger seat. In order to do so, each car, including BMW M240i Racing Cup cars, must meet the respective requirements at scrutineering. These requirements are taken from the RCN regulations. The RCN checks that these requirements have been met. In the case of a race event, one may only line up with a passenger seat if the cage certificate allows it.

(3) DMV GTC

(a) Tyres

For information regarding tyre regulations, please refer to the organiser's regulations.

(b) Upgrade Package / Evo Package

The Upgrade Package in connection with the BMW M240i Racing Evo Package is mandatory for the 2020 season. TR Art. 2.14 (b) applies without restriction.

(c) Scales

For information on the reference scales, in accordance with TR Art. 1.6, please refer to the organiser's regulations.

(d) Ground clearance / track width

For information on the reference area for the ground clearance and track width measurements, in accordance with TR Art. 1.5a, 2.8d, please refer to the organiser's regulations.

(e) Maximum Number of Laps

SR Art. 7.3 (e) does not apply.

(f) Data Logger

TR Art. 2.10 applies, provided that no data logger system is provided and the installation and usage of the data logger system is not mandatory.

(4) 24h Series/TCES

(a) Tyres

For events in the 24h Series and TCES, the organiser's regulations should be referred to for the brand and sizes of tyre. There is no limit to the number of tyres and the tyres are not labelled.

(b) Upgrade Package / Evo Package

The Upgrade Package in connection with the BMW M240i Racing Evo Package is mandatory for the 2020 season. TR Art. 2.14 (b) applies without restriction.

(c) Scales

For information on the reference scales, in accordance with TR Art. 1.6, please refer to the organiser's regulations.

(d) Ground clearance / track width

For information on the reference area for the ground clearance and track width measurements, in accordance with TR Art. 1.5a, 2.8d, please refer to the organiser's regulations.

(e) Maximum Number of Laps

SR Art. 7.3 (e) does not apply.

(f) Data Logger

TR Art. 2.10 applies, provided that no data logger system is provided and the installation and usage of the data logger system is not mandatory.

(g) Exhaust system without catalytic converter

In case that during an event it is allowed to use an exhaust system without catalytic converter, the following exhaust system can be used. Please refer to the organiser's regulations. Questions regarding this issue will be answered by the organiser only.

Exhaust system part number: 8416477

(5) DMV BMW Challenge / DMV NES 500

(a) Tyres

For information regarding tyre regulations, please refer to the organiser's regulations.

(b) Upgrade Package / Evo Package

The Upgrade Package in connection with the BMW M240i Racing Evo Package is mandatory for the 2020 season. TR Art. 2.14 (b) applies without restriction.

(c) Scales

For information on the reference scales, in accordance with TR Art. 1.6, please refer to the organiser's regulations.

(d) Ground clearance / track width

For information on the reference area for the ground clearance and track width measurements, in accordance with TR Art. 1.5a, 2.8d, please refer to the organiser's regulations.

(e) Maximum Number of Laps

SR Art. 7.3 (e) does not apply.

(f) Data Logger

TR Art. 2.10 applies, provided that no data logger system is provided and the installation and usage of the data logger system is not mandatory.