



M2 SPEC Class

Introduction

Club Purpose

BMW CCA Club Racing offers all BMW CCA licensed club racers a competitive driving experience conducted in a fun, safe, and friendly environment on a reasonably level, class-based playing field for all types of factory authorized or constructed BMWs. The primary emphasis is on clean driving and machinery preservation. The application of common rules and procedures by the BMW CCA Club Racing stewards at each event maintains this philosophy.

Intention

These rules are intended to be simple, easy to read, and brief. The rules assume all modifications or alterations to the stock car, as available by BMW in the United States through its authorized dealer network, are prohibited unless specifically stated herein as being allowed. All competitors are expected to conform to the stated philosophy and rules, and to embrace the spirit of BMW CCA Club Racing. That spirit is founded in the belief that the fun of the friendly competition is more important than the results and that mutual assistance among racers when possible, enhances the experience for all.

Interpretation of Rules

If differing interpretations are possible, a specific rule prevails over a general rule. For example, if a rule states, "no changes giving a competitive advantage may be made" (general rule) versus "Accusumps are permitted" (specific rule), the specific rule prevails over the general rule even though some may argue that Accusumps give a competitive advantage.

No rule Exists in a Vacuum

Read each rule in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflicts with another rule or makes another rule meaningless, that interpretation will be rejected in favor of an interpretation that is not in conflict with any other rule or makes another rule meaningless.

Each rule must be read in its entirety. An interpretation of a part of a rule that conflicts with another part of the rule or makes another part of the rule meaningless will be rejected in favor of an interpretation that gives meaning to and does not conflict with other parts of the rule.

Rules Maturity

The M2 Spec class is currently in its initial stages as of 2023. As such BMW Club Racing reserves the right to enact immediate changes to correct omissions, mistakes and/or eliminate any loop holes in the rules that impact a level and fair playing field for all competitors consistent with the intentions of this class.



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- 1) Introduction: The M2 CSR class enables race cars to remain fundamentally as supplied by BMW Motorsport with limited exceptions to enhance competitiveness within the class yet maintain an even playing field.
 - a) Car classification
 - i) Eligible models include: 2020 M2 CSR Cup (365) and 2020 M2 CSR Clubsport (450)
 - ii) M2 Spec class race cars are weighed with the driver and safety equipment in the car.
 - iii) Total weight must meet or exceed 3575 lbs.
 - iv) Cars must have on car class designation "M2CS" per the Club Racing Rules and Procedures.
 - b) BMW Motorsport Factory Upgrades
 - i) All available Factory Upgrades supplied by the BMW Motorsport division specifically designed for the M2 CSR are allowed.
 - c) Balance of Performance (BOP) between the 365 and 450 cars will be achieved by the following: For any given race where both 365 and 450 cars are participating, all cars will run with no power stick and operate in the 365 HP mode. In races where there are only 450 cars participating, the black 450 power stick may be used.
- 2) Consumable Items normally subject to wear and tear under street driving conditions may be replaced with non factory replacement parts available from commercial retail sources. Such items include, but are not limited to, the following: Belts, Wiper blades, Filters
- 3) Engine - The engine must be as delivered from the factory.
 - a) Internal and external hardware (nuts, bolts, etc.) may be replaced with OE equivalent or better items performing the same fastening functions, such as the following: Studs, Nuts, Washers, (Studs may replace bolts)
 - b) All hardware must be the same size, diameter, and weight as OE.
 - c) No modifications of any type are allowed after the air filter or before the exhaust port.
 - d) Engine Management
 - i) Engine management system must be as delivered from the factory.
 - ii) Only BMW Motorsport powersticks are allowed with tunes as delivered from the factory.
- 4) Exhaust



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- a) The exhaust system may be modified or substituted. **Warning: It is anticipated that the 2024 M3 Spec rules will require an unmodified stock exhaust.**
 - b) Exhaust manifolds/headers must remain as delivered from the factory.
 - c) The exhaust must exit the bodywork only using one or more of the factory exit locations.
- 5) Cooling
- a) The cooling system must be as delivered from the factory. Non 450 cars may upgrade to the 450 package cooling system.
 - b) Air flow to the differential cooler may be augmented by a fan and/or cooling ducts.
- 6) Suspension
- a) Dampers and springs are open provided the original factory mounting points and configuration are maintained.
 - b) Camber: Only the adjustable devices as provided by BMW Motorsport to achieve suspension settings are allowed.
 - c) The factory adjustable sway bars must be used as delivered from the factory.
- 7) Tires and Wheels
- a) Tires
 - i) BMW Club Racing reserves the right and intends to specify a M2 SPEC class tire (Brand, Model and Size) at some point in the future. **Warning: It is anticipated that the 2024 M3 Spec rules will require the Yokohama race slick, size 280/650-18, medium compound as the Spec dry tire.**
 - ii) Any nationally marketed, generally available rain or dry racing tire is allowed. Any tire used must be, or have been (for discontinued designs), readily available for purchase by all participants on an equal basis through typical retail market outlets or suppliers.
 - iii) Tire shaving is permitted.
 - iv) Tread must have adequate rubber to ensure safely completing the full race session. Any tire deemed “unsafe” by the BMW CCA Club Racing Stewards will be disallowed and the car will be prohibited from participation until the problem is resolved to the approval of the Stewards.
 - b) Wheels and wheel spacers: Only the BMW Motorsports wheels and spacers designated for the M2 CSR are allowed.
- 8) Brakes



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- a) Brakes must remain as delivered from the factory. Non 450 cars may upgrade to 450 package brakes.
- b) Brake pad material is free.
- c) Brake fluid is free.
- d) The parking brake must remain as delivered from the factory.

9) Drivetrain

- a) Driveshaft & Differential
 - i) The driveshaft must remain as delivered from the factory.
 - ii) The Differential must remain as delivered from the factory. See cooling section for differential cooling rules.
- b) Transmission, Clutch & Flywheel must all remain as delivered from the factory.

10) Body Chassis & Interior

- a) Body panels including but not limited to hood, trunk, doors may be replaced but must conform to the original factory body shape and size. Wide body kits and fender flares are prohibited. **Warning: It is anticipated that the 2024 M3 Spec rules will require only factory delivered body panels (or BMW sourced replacements).**
- b) Factory delivered race cars that were homologated to race with windows in the up position, are permitted to do so. If aftermarket doors are used, windows may be installed and run in the up position so long as that does not create any additional safety hazard.
- c) Any body repair or reinforcement must follow that as described in the factory authorized repair manual or bulletins.
- d) Aerodynamic Devices
 - i) Only the factory delivered aerodynamic devices are allowed and must remain as delivered from the factory.
 - ii) The front undertray may be replaced with an alternate material undertray for the sole purpose of providing better protection from debris to the various engine components, cooling components and hoses. Any substitute undertray may not alter the as delivered undercar air flow pattern and must not extend beyond the outline of the original factory delivered undertray.
 - iii) If the as delivered undercar air flow is altered by the use of a non factory exhaust system, the undercar panel may be augmented by flat patch panels to restore the undercar air flow to the as factory delivered profile that was established by the factory exhaust. No other aerodynamic features or functions may be achieved by these patch panels.



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- e) Any door adjacent to a seat equipped with seat belts or harness must be capable of being opened from both inside and outside the car.
- f) Communication Equipment
 - i) Driver communication equipment is allowed and open.

11) Fuel System

- a) The engine is tuned for commercially available 93 Octane fuel. 93 Octane gasoline is the only allowed fuel.
- b) BMW Motorsport fuel cell must remain as delivered from the factory.

12) Data Acquisition

- a) Data acquisition devices must be used for information gathering only.
- b) Additional data acquisition devices, including gauges, are allowed, as long as the driver is not able to adjust any vehicle settings at any time while the car is in motion.
- c) The OE gauge panel (instrument cluster) must remain in place.
- d) Additional devices may be located anywhere within the cockpit, including in front of the stock gauges.

Appendix

Glossary