



FROM THE ROAD TO THE RACETRACK.

THE BMW M2 CS RACING IN DETAIL.

BMW M Customer Racing

FOREWORD.

JENS MARQUARDT, BMW GROUP MOTORSPORT DIRECTOR,
AND MARKUS FLASCH, PRESIDENT OF BMW M GMBH.



Dear BMW Motorsport customers,

I am delighted to be able to present in this brochure the new BMW M2 CS Racing – our new entry-level car for customer and amateur racing. BMW Motorsport and BMW M GmbH have developed the successor to the popular BMW M235i/M240i Racing, which enjoyed such great success around the world in these fields, together with the new limited-edition BMW M2 CS.

In doing so, we are building a bridge between the high-performance cars produced by BMW M GmbH and motorsport at the racetrack. With the additional

450 hp version, we will also address an even broader target group in the future and tap into a fast-growing segment in amateur racing.

With the BMW M2 CS Racing, we are continuing the tradition of providing ambitious teams and drivers with an affordable gateway to racing – this time with a car that, with impressive performance data and the latest BMW Motorsport technology, meets all the requirements of a pedigree racing car, better than any previous entry-level model before it.

Interested? Look no further than this brochure for more information.

Kind regards,

Jens Marquardt,
BMW Group Motorsport Director



Dear BMW Motorsport customers,

The collaborative development of the BMW M2 CS and the BMW M2 CS Racing highlights the close integration of BMW Motorsport and BMW M GmbH. Our expertise meets halfway between high-performance cars for the road and pedigree racing cars, namely in the growing club racing sector.

We are already taking account of this with various performance versions of the BMW M2 CS Racing, and we will be working in a similar direction for future BMW M special editions.

We are also starting to develop the BMW M Clubsport segment. Our presence in this area sees us bridge the gap between our motorsport training courses in the BMW Driving Experience and amateur racing series. In the future, a global network of M Motorsport dealerships and additional competence centres will allow us to offer you the best possible service and a professional supply of spare parts, as well as efficient support on a local level, whether you are using our products on the streets, in Clubsport, amateur racing or professional motorsport.

Kind regards,

Markus Flasch,
President of BMW M GmbH

As of August 2020



This is an interactive brochure.
Click on the tabs below for example to choose a specific chapter.



NEW KID ON THE BLOCK.

The BMW M2 CS Racing replaces the BMW M235i/M240i Racing as the entry-level model in the world of BMW M Customer Racing. Developed together with the BMW M2 CS, a limited-edition model from BMW M GmbH for use on normal roads, the new race car is built on a very high-performance basis. As well as the Cup version, for use in such series as the NLS Nürburgring Endurance Series and TC America, the BMW M2 CS Racing is also suitable for use at Clubsport and track day events.

The new customer racing car is powered by a S55 straight-six engine with BMW M TwinPower Turbo technology. With a capacity of 2,979 cc, the base version is capable of between 280 and approx. 365 hp. From factory we also offer a 450 hp version.

As with the BMW M4 GT4, the engine control takes place via power sticks, which enable various performance levels to be programmed and retrieved depending on the stipulated Balance of Performance. The maximum torque of 550 Nm is transmitted by a 7-speed dual-clutch transmission, which has been applied using specialist motorsport software.

Motorsport-specific driving aids such as ABS and DSC guarantee that newcomers will be able to handle the car safely. A mechanical limited slip differential with pre-load and separate cooling also comes as standard, as do specially manufactured drive shafts. Like its production counterpart, the roof is also made of carbon.

As they did when developing the BMW M4 GT4, the BMW M Customer Racing engineers also focussed on maximum mileage, value for money, and ensuring the car is as easy to maintain as possible. An air jack system is installed as standard. As an option, instead of the standard 84-litre tank, a version with a capacity of 120 litres can be ordered.

BMW M Customer Racing customers can purchase the ready for use M2 CS Racing in the 365hp version for a net price of 95.000 Euro* and the 450 hp version for a net price of 113.900 Euro*.

* Prices are ex-works BMW M Customer Racing, Garching/Germany, not including applicable VAT, freight and handling costs.
The price for North American customers will be announced via BMW of North America. Prices may vary from country to country.

TECHNICAL DATA.



DIMENSIONS.

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

ENGINE.

Type	Six-cylinder in-line, four valves
Technology	M TwinPower turbo technology, direct injection, Valvetronic
Capacity	2,979 cc
Output	Base version: between 280 and 365 hp, 450 hp Version: between 280 and 450 hp, adjustable via Power Sticks, depending on Balance of Performance (BoP)
Engine management	Production engine electronics – output via power stick can be adjusted according to defined BoP
Exhaust system	Motorsport-specific exhaust system

CHASSIS.

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

TANK.

FT3 safety fuel tank, Capacity: 84 litres
Optional: 120 litres endurance fuel tank

SUSPENSION.

Motorsport-specific suspension links
Adjustable motorsport stabilisers front and rear
Specially adapted motorsport shock absorbers front and rear
Suspensions springs with three different spring rates for front and rear axle available

TRANSMISSION.

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

ASSISTANCE SYSTEMS.

Stability systems specifically adapted for BMW Motorsport (DSC / ABS)

WHEELS / TYRES.

10.5 x 18 inch alloy wheels, matt black
Tyres: MICHELIN Slick 27/65-18 S9L

BRAKES.

6-piston, fixed calliper front
Diameter of brake discs:
Base version: 380 mm / 450 hp Version: 390 mm
4-piston, fixed calliper rear
Diameter of brake discs:
Base version: 380 mm / 450 hp Version: 355 mm
Additional brake air cooling

WHAT YOU CAN LOOK FORWARD TO.

BMW M2 CS RACING – BASIC EQUIPMENT.



COCKPIT.

The facts:

- Standard air conditioning
- Base version: adjustable Sabelt Taurus XL seat (FIA 8855-1999) with M2 CS Racing embroidery
- 450 hp version: adjustable Recaro P 1300 GT seat (FIA 8862-2009) with M2 CS Racing embroidery
- Schroth six-point safety harness (FIA 8853-2016)
- AIM MXG 1.2 Racing Dash logger with colour display
- Centre console with illuminated switch panel
- Extended, adjustable steering columns with removable BMW Motorsport steering wheel with operating buttons and rocker switches
- Extra-large rear-view mirror for better overview of the back
- Rear-view mirror can be adjusted electrically
- Heated windshield
- Fire-extinguishing system
- Optional:
 - Racing passenger seat
 - Preparation for drinking system





TRANSMISSION.

The facts:

- 7-speed dual-clutch transmission applied with motorsport software
- Mechanical Drexler limited-slip differential with pre-load and separate cooling
- Specially manufactured drive shafts
- Wheel bearing modified for motorsport (rear axle)
- Modified engine mounting

ASSISTANCE SYSTEMS.

The facts:

- Stability systems modified specifically by BMW M Motorsport (DSC/ABS)
- Detailed adjustments to applications through use of numerous BMW works and customer racing drivers at different racetracks, with different tyre types and in diverse external conditions
- Close collaboration with engineers from production development

ENGINE.

Typ	Six-cylinder in-line, four valves
Technology	M TwinPower Turbo Technology, direct injection, Valvetronic
Capacity	2.979 cc
Performance	Base version: 280 hp (205 kW) – 365 hp (268 kW) 450 hp version: 280 hp (205 kW) – 450 hp (331 kW) via power sticks (depending on Balance of Performance or Permit B classification)
Torque	550 Nm
Exhaust system	Motorsport-specific exhaust system with racing catalytic converters

CHASSIS.

The facts:

- Chassis with DMSB-certified welded safety roll cage (in line with FIA regulations), manufactured by BMW M Motorsport
- CFRP roof like the BMW M2 CS
- Rear side-windows of Makrolon® with tank filler neck
- Front splitter
- Motorsport rear wing, adjustable
- Air jack system
- Bonnet and boot quick-release locks
- Weight-reduced motorsport wire harness
- Tow rings front and rear in line with regulations
- External charging port for battery
- Powerful additional light for 24-hour races (optional)

TANK.

The facts:

- FT3 safety fuel tank
- Capacity: 84 litres
- Fuelling possible from both sides of the car
- Vent line secured by roll valve
- Optional: endurance fuel tank with a capacity of 120 litres (available as of the end of 2020)





SUSPENSION.

The facts:

- Two-level adjustable anti-roll bars front and rear
- Specially modified motorsport dampers (ZF) front and rear
- Springs available with three spring ratings each for front and rear axle (optional)
- Motorsport-specific steering connections
- Specially reworked spring dome on front axle for enhanced configuration options for the wheel camber
- Spherical front-axle and rear-axle suspension
- Chassis already prepared for spring deflection sensors

WHEELS/TYRES.

The facts:

- 10.5 × 18 inch aluminium rims in matt black
- Tyres: MICHELIN slick 27/65-18 S9L
- 5-hole mounting
- Studs on the wheel hub for easy fitting

BRAKES.

The facts:

- 6-piston fixed calliper front, Alcon
- Diameter of brake discs:
Base version: 380 mm / 450 hp Version: 390 mm
- 4-piston fixed calliper rear
- Diameter of brake discs:
Base version: 380 mm / 450 hp Version: 355 mm
- Twin-flow air brake cooling



ADDITIONAL OPTIONS.

The facts:

- Base version: Recaro P 1300 GT Race seat (FIA 8862-2009)
- Sabelt seat Taurus size M, L
- Individualised seat embroidery Sabelt
- BMW M Motorsport livery
- Tyre pressure monitoring system
- Spring deflection potentiometer
- Upgrade package with 450 hp (details and information will follow, available from 10/2020)
- Powerstick set, power levels 280-340 hp
- Illuminated car number
- Race taxi seat
- Safeties and safety stands for air jack system
- Car cover
- Set of rims 18" in matt black
- Hot country package (1000 watt fan, two outsourced motorsport coolers)
- 24h light package
- Carbon fibre front splitter (analogue BMW M2 CS)
- Carbon fibre diffuser (analogue BMW M2 CS)
- Carbon fibre mirror caps (analogue BMW M2 CS)
- Carbon fibre bonnet (M Performance)

THE BMW M MOTORSPORT ENTRY-LEVEL MODEL.

A REAL SUCCESS STORY.

23 WINS. 
67 PODIUMS.

13 WINS. 
33 PODIUMS.

1 WIN. 
6 PODIUMS.

/// 2019 SUCCESSES.



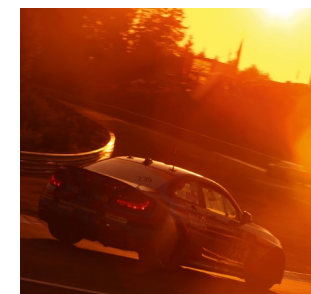
/// 2018 SUCCESSES.

/// 2017 SUCCESSES.



/// 2016 SUCCESSES.

/// 2015 SUCCESSES.



/// 2014 SUCCESSES.

24 WINS. 
72 PODIUMS.

12 WINS. 
48 PODIUMS.

3 PODIUMS.

/// DRIVER'S TITLES.

VLN 2016
VLN 2017
VLN 2019

PIRELLI WORLD CHALLENGE 2016
TC AMERICA 2019

/// TEAM TITLES.

PIRELLI WORLD CHALLENGE 2016
PIRELLI WORLD CHALLENGE 2018
TC AMERICA 2019

AMBASSADORS AROUND THE WORLD.

THE BMW SPORTS TROPHY.



Running the BMW M2 CS Racing also opens the door to the BMW Sports Trophy for you, as a customer of BMW Motorsport. The BMW Sports Trophy is in its 59th round in the 2019/20 season. With this international competition, BMW Motorsport honours the achievements of privateer drivers and teams in many different race series and in countless prestigious race events in Australia, Africa, America, Asia and Europe. Every racer in action in BMW racing vehicles has the opportunity to pick up points and battle for part of the total prize fund.

A total of 350,000 euros are up for grabs in the drivers and team competitions. Last season, more than 300 drivers and 700 teams took part in the BMW Sports Trophy. Within this framework, we will continue this long tradition in the 2019 season and support privateer teams all over the world on their way to victories and titles in GT and touring car racing.

HOW TO ENTER.

It is easy to take part in the BMW Sports Trophy Driver and Team Competitions: You register yourself or your team once online. You then automatically remain registered for the BMW Sports Trophy the following year. Should you not wish to continue, you can withdraw your registration at any time.

Your login data allows you to monitor the development of your points tally throughout the current season, and to let the BMW Sports Trophy team know if you feel any corrections are required. You can find out [here](#) which series and events you can score points in, how simple the points system is, and what prizes are on offer.

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