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**BMW MOTORRAD  
MOTORSPORT**



# **FIM SUPERBIKE WORLD CHAMPIONSHIP.**

## **2020 MEDIA GUIDE.**

**RACING NEVER STOPS**

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# FOREWORD.

**DR. MARKUS SCHRAMM,  
HEAD OF BMW MOTORRAD.**



**Dear media representatives and friends of motorcycle racing,**

We are well equipped going into our second season with the BMW Motorrad WorldSBK Team and the BMW S 1000 RR in the FIM Superbike World Championship. When we travelled to Philip Island last year for the opening race of the season, we knew that we had worked hard to develop the new BMW RR into a WorldSBK bike – but there was still a big question mark regarding just how we would fare.

It soon became apparent that the hard work was bearing fruit and we surpassed even our own expectations in our debut season in WorldSBK. It was a fantastic moment for all of us when Tom Sykes secured the first podium finish for this fledgling project at Misano. There were more to follow.

However, to stand still is to lose ground. For this reason, the development of the RR continues. We are already very excited about the 2020 WorldSBK season, in which we are out to take another step forward. We also welcome our new addition Eugene Laverty on board. He and Tom Sykes will form a strong and experienced pair of riders.

A fantastic season will see us racing at circuits all over the world. As well as WorldSBK, our works involvement with the BMW S 1000 RR also includes the FIM Endurance World Championship. The track record of our new BMW Motorrad World Endurance Team currently reads: two races, two podiums. It returns to action in April at the famous 24 Hours of Le Mans. At the same time, we are continuing our successful Customer Racing programme in a host of international and national racing series. We are looking forward to celebrating victories and titles with our customer teams again this year.

I hope you have an exciting 2020 season!

Dr. Markus Schramm  
Head of BMW Motorrad

# ON THE WAY UP.

THE BMW MOTORRAD WORLDSBK TEAM IS READY FOR ITS SECOND SEASON.





After five years without any factory involvement in the FIM Superbike World Championship, BMW Motorrad Motorsport returned to the series in 2019. It did so with the new BMW S 1000 RR and the new BMW Motorrad WorldSBK Team, a collaboration with the experienced Shaun Muir Racing team. The riders in that debut season were Tom Sykes and Markus Reiterberger.

Although the first year was intended as a learning experience, the new project soon showed its potential with a number of top-six finishes towards the start of the season. The team also found itself on the front row of the grid early on with Sykes at the third race weekend at MotorLand Aragón and Reiterberger shortly after at Assen. Progress continued. At Misano, Sykes took the highly-acclaimed first podium finish with the new RR. A further three podiums were to follow, and Sykes also secured pole position at his home race at Donington Park.

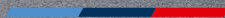
As all this was going on, development of the RR never stopped. Updates were added throughout the season and the bike was modified in many areas in preparation for 2020. The team structure was also optimised with the addition of more employees and BMW Motorrad Motorsport engineers.

Tom Sykes' new team-mate is Eugene Laverty, who arrives with a wealth of experience in WorldSBK and MotoGP. The BMW Motorrad WorldSBK Team is ready for its second season of WorldSBK and is determined to take the next step. The goal is to regularly finish on the podium and challenge for race wins.



“We want to establish ourselves as a podium candidate, and have set ourselves the goal of a maiden win for this young project in the 2020 season.”

Marc Bongers,  
BMW Motorrad Motorsport Director



▶ **MARC BONGERS. VIDEO STATEMENT.**



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VIDEO STATEMENT.



**Marc, when the new RR made its debut in the 2019 WorldSBK season, you exceeded your own expectations. What is your goal for 2020?**

The 2019 season was very positive! We really did not expect to be competitive so soon, or to stand a chance of finishing on the podium as early as the fifth race. However, you also have to admit that the performance of our package was not always consistent and dropped off a little towards the end of the season. As such, we have set ourselves the goal for the 2020 season of backing up last year's best results and consolidating the performances. We want to establish ourselves as a candidate for the podium, and have set

ourselves the goal of a maiden win for this young project in the 2020 season.

**What have been the most important developments over the winter?**

Over the winter, we have given a few technical areas an overhaul. We witnessed the positive results of that work during the winter tests. The most important developments are a new swing arm with modified degrees of stiffness, new electronics functions that make it easier for the rider to control the bike, updates to the spring elements and brakes. We are also working on further performance variants of the engine

within the framework of the regulations. We are confident that the measures we have taken have seen us take a step forward with the package. The season will show whether this is the case, and we can hardly wait to go racing again.

**There have also been changes to the personnel: BMW Motorrad Motorsport will have more manpower in WorldSBK ...**

In collaboration with Shaun Muir Racing, and based on the experience we gained in 2019, we have tweaked the team structure and strengthened it with more manpower. The changes involve an extra engineer for chassis

analysis and development, as well as reinforcements in the field of electronics tuning and requirements management. We also have additional personnel in the logistics area behind the pit wall.

There is also a new crew chief for Eugene; the two of them have proved to be a strong team more than once in the past. There too, we are generally confident that we have done a good job of strengthening in terms of manpower.



"If you expect to be on the podium you can also expect to challenge for the win."

Shaun Muir,  
Team Principal  
BMW Motorrad WorldSBK Team

▶ **SHAUN MUIR. VIDEO STATEMENT.**

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VIDEO STATEMENT.

# BMW MOTORRAD WORLDSBK TEAM.

## AN INTERVIEW WITH TEAM PRINCIPAL SHAUN MUIR.

### Shaun, how well prepared is the BMW Motorrad WorldSBK Team ahead of its second season in the FIM Superbike World Championship?

We've made good use of the winter months. The test at Jerez in November was a good step forward, and it was also the first time Eugene rode the bike to give his feedback. The preparation over the following weeks has gone very well. In January, we had a lot of parts to test and also a lot of electronic strategies which the BMW engineers worked hard over winter to prepare. The double test at Jerez and Portimão in January was also very productive and gave us a good direction for the start of the season in Australia.

### What are the strengths of your two riders, Tom Sykes and Eugene Laverty?

Both riders have a lot of experience which is going to assist our development of the BMW S 1000 RR enormously and that is really important to us. Tom has already fulfilled our expectations in the last season – in our collaboration in development as well as with his podium finishes on the sporting side. In Eugene, he now has a new strong teammate at his side who not only is a proven race winner but also knows how to develop a bike with his experience. That will be valuable for the progress of this whole project.

### What are your goals for the 2020 season?

Well, it's always difficult to answer the question about expectations and goals. For sure, we have strong ambitions throughout; we have a long-term programme here but we must be realistic in our targets. The first year was a development year and we carry some of the development into 2020. However, to give clear ideas on what we expect: we expect that we can be on the podium with both riders in Australia and of course if you can expect to be on the podium you can also expect to challenge for the win. So race by race we will review where we think we can be. But overall as a season goal championship position we think Tom can be in the top four and Eugene can be one or two places within that. I think that is a realistic target for both riders considering how strong the championship will be in 2020.







"Clearly the target for me is to go to the next step and fight for race victories."

Tom Sykes

 **TOM SYKES. VIDEO STATEMENT.**

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VIDEO STATEMENT.

# #66 TOM SYKES. MISTER POLE POSITION.



"I'm obviously very excited for the 2020 WorldSBK season. My expectations are quite simple; I want to continue to develop the BMW S 1000 RR and build on our very strong debut from the 2019 season where we achieved podiums and a pole position. Clearly the target for me is to go to the next step and fight for race victories, especially on the back of successful winter testing. I feel that we are a lot more prepared than last year."

Tom Sykes

# #66 TOM SYKES. MISTER POLE POSITION.

Englishman Tom Sykes has been racing in WorldSBK since 2008 and was crowned Superbike world champion in 2013. He switched to the new BMW Motorrad WorldSBK Team ahead of the 2019 season and achieved the first successes with the new generation of BMW S 1000 RR. Sykes finished on the podium four times with the RR. He also secured pole position at Donington Park and consolidated his position as the record pole-sitter in the Superbike World Championship with 49 pole positions to his name. Sykes' other WorldSBK statistics are 34 wins and 112 podiums.

<b>Date of birth:</b>	19 <sup>th</sup> August 1985
<b>Birthplace:</b>	Huddersfield (GBR)
<b>Nationality:</b>	British
<b>Residence:</b>	Leamington Spa (GBR)
<b>Number:</b>	66
<b>Crew chief:</b>	Pete Jennings (GBR)

CAREER:	
<b>2019</b>	8 <sup>th</sup> place in the FIM Superbike World Championship
<b>2018</b>	4 <sup>th</sup> place in the FIM Superbike World Championship
<b>2017</b>	3 <sup>rd</sup> place in the FIM Superbike World Championship
<b>2016</b>	2 <sup>nd</sup> place in the FIM Superbike World Championship
<b>2015</b>	3 <sup>rd</sup> place in the FIM Superbike World Championship
<b>2014</b>	2 <sup>nd</sup> place in the FIM Superbike World Championship
<b>2013</b>	Champion in the FIM Superbike World Championship
<b>2012</b>	2 <sup>nd</sup> place in the FIM Superbike World Championship
<b>2008</b>	Debut in the FIM Superbike World Championship



"Let's get BMW back on the top step of the podium again!"

Eugene Laverty



▶ EUGENE LAVERTY. VIDEO STATEMENT.

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VIDEO STATEMENT.

# #50 EUGENE LAVERTY. MOTORCYCLE RACING IN HIS GENES.



"We're all set for 2020. It promises to be a great season with the BMW Motorrad WorldSBK Team. This is a project I am excited to be involved with. The bike is fantastic and already last year, when I was riding with Tom Sykes, I could see that the bike turned very well and that was enough to convince me. The bike is good, the team is good and I feel strong so it's time to get back to winning races again. So let's get BMW back on the top step of the podium again!"

Eugene Laverty

# #50 EUGENE LAVERTY. MOTORCYCLE RACING IN HIS GENES.



Motorcycle racing is a family matter for the Lavertys. As well as Eugene, his brothers Michael and John are also racers. Eugene Laverty first raced in the Superbike World Championship in 2011. Two years later, he finished runner-up in the 2013 Riders' Championship behind his present-day teammate at BMW, Tom Sykes. After a spell in MotoGP, Laverty returned to WorldSBK in 2017 and rode for the Shaun Muir Racing team for two years. That collaboration now continues within the BMW Motorrad WorldSBK Team, as Laverty contests his first season on the BMW S 1000 RR.

<b>Date of birth:</b>	3 <sup>rd</sup> June 1986
<b>Birthplace:</b>	Toomebridge (GBR)
<b>Nationality:</b>	Irish
<b>Residence:</b>	Alvor (POR)
<b>Number:</b>	50
<b>Crew chief:</b>	Marcus Eschenbacher (GER)

#### CAREER:

<b>2019</b>	15 <sup>th</sup> place in the FIM Superbike World Championship
<b>2018</b>	8 <sup>th</sup> place in the FIM Superbike World Championship
<b>2017</b>	10 <sup>th</sup> place in the FIM Superbike World Championship
<b>2016</b>	13 <sup>th</sup> place in the MotoGP World Championship
<b>2015</b>	22 <sup>nd</sup> place in the MotoGP World Championship
<b>2014</b>	10 <sup>th</sup> place in the FIM Superbike World Championship
<b>2013</b>	2 <sup>nd</sup> place in the FIM Superbike World Championship
<b>2012</b>	6 <sup>th</sup> place in the FIM Superbike World Championship
<b>2011</b>	Debut in the FIM Superbike World Championship, 4 <sup>th</sup> place

# BMW S 1000 RR FOR THE 2020 WORLDSBK.

## TECHNICAL DATA.



<b>Capacity/engine:</b>	999 cc, four-cylinder four-stroke, liquid-cooled
<b>Gearbox:</b>	Constant mesh 6-speed gearbox with straight cut gears
<b>Output:</b>	> 220 hp at over 13,500 rpm
<b>Bore x stroke:</b>	80 x 49.7 mm
<b>Fuel system:</b>	Electronic injection, variable intake manifold length
<b>Tank capacity:</b>	22 l
<b>Lubrication:</b>	Wet sump
<b>Dry weight:</b>	168 kg
<b>Wheelbase:</b>	Approx. 1,450 mm (variable)



<b>Length:</b>	2,080 mm
<b>Width:</b>	538 mm
<b>Front wheel control:</b>	Upside-down telescopic fork Öhlins RVP25/30
<b>Rear wheel control:</b>	Underslung swing arm, full-floater central spring strut Öhlins RVP50
<b>Front brake:</b>	Twin-disc Yutaka 335 mm, Nissin radial 4-piston callipers
<b>Rear brake:</b>	Single-disc Yutaka 220 mm, Nissin 2-piston callipers
<b>Wheels:</b>	CFK S1000RR Series, front 17" x 3.5", rear 17" x 6.0"
<b>Tyres:</b>	Pirelli Super Corsa

# BMW S 1000 RR FOR THE 2020 WORLDSBK.

**DEVELOPMENT NEVER ENDS.**



BMW Motorrad Motorsport engineers worked hard during the winter break to improve the all-round performance of the BMW S 1000 RR for the 2020 WorldSBK season. The bike has been further modified in numerous areas. The changes include carbon wheels, which are also available as standard for the RR. The front brake has new callipers and a new brake master cylinder, while the cooling channels to the callipers have been optimised. The mechanics and hydraulics on the front fork have also been given updates. More options have been made available with regard to the triple clamp.

The aerodynamic developments include a modified wind-screen. The ergonomics of the rear seat area have been optimised. The chassis has been strengthened in certain areas. The RR also has a new central strut on the rear wheel and there are more options for the chassis set-up. The degrees of rigidity of the swing arm have also been adjusted.

The electronics are a key area in the further development of the RR for WorldSBK. Comprehensive updates have been made in this regard to offer the riders even greater control over the bike. Also on the task schedule for the winter break were more performance updates for the engine.

One change to the BMW S 1000 RR for the 2020 WorldSBK is visible at first glance: the livery. The bikes of Tom Sykes and Eugene Laverty now sport a new look, featuring the BMW M colours.





# THE 2020 FIM SUPERBIKE WORLD CHAMPIONSHIP.

## THE PINNACLE OF PRODUCTION-BASED RACING.

The FIM Superbike World Championship is regarded as the pinnacle of production-based motorcycle racing. The technical regulations are such that the majority of the parts on the race bikes must be the same as on their production counterparts. However, modifications for racing are permitted in some areas such as the engine, chassis, brakes, gearbox and electronics. To ensure that the bikes in the world championship are closely-related to the production bikes, the homologation process is subject to strict criteria. A bike is only homologated for the world championship if a defined minimum number of

the production version is currently being produced, and if the production bike is road-legal and commercially available internationally or in the USA, Europe and Japan.

The Superbike World Championship thrills fans around the globe. Last season, around 630,000 spectators followed the exciting races live at the racetrack. Print and online media from all over the world regularly report on the series. Furthermore, WorldSBK is broadcast by over 200 TV stations in 166 countries worldwide. Last season, the total broadcast time amounted to just short of

21,000 hours, reaching 251 million spectators. WorldSBK also has several million followers on its social media channels.

The format of race weekends in WorldSBK guarantees a lot of track action. The teams and riders have two free-practice sessions on the Friday. The Saturday kicks off with the third free-practice session, before a 25-minute Superpole session on Saturday afternoon to determine the grid positions for race one on Saturday afternoon and a ten-lap sprint on Sunday. This 'Superpole Race' sprint determines

the grid positions for race two on Sunday afternoon. The top nine riders in the 'Superpole Race' also score points towards the world championship standings.

You can find more information on the FIM Superbike World Championship online at: [worldsbk.com](http://worldsbk.com)

# 2020 WORLDSBK. CALENDAR.

<b>28th February – 1st March</b>	Australia	Phillip Island
<b>13th – 15th March</b>	Qatar	Losail
<b>27th – 29th March</b>	Spain	Jerez de la Frontera
<b>17th – 19th April</b>	Netherlands	Assen
<b>8th – 10th May</b>	Italy	Imola
<b>22nd – 24th May</b>	Spain	MotorLand Aragón
<b>12th – 14th June</b>	Italy	Misano
<b>3rd – 5th July</b>	Great Britain	Donington Park
<b>31st July – 2nd August</b>	Germany	Oschersleben
<b>4th – 6th September</b>	Portugal	Portimão
<b>18th – 20th September</b>	Spain	Barcelona
<b>25th – 27th September</b>	France	Magny-Cours
<b>9th – 11th October</b>	Argentina	San Juan



# THE WORLD OF BMW MOTORRAD MOTORSPORT.

## WORKS AND PRIVATE TEAMS: THE RR IN ACTION AROUND THE WORLD.



The Superbike World Championship is just one aspect of the extensive motorsport activities at BMW Motorrad. The works projects were expanded to include the FIM Endurance World Championship for the current 2019/20 season. The BMW Motorrad World Endurance Team has immediately made a name for itself in this high-class world championship, finishing third to take its place on the podium in both races held so far: the Bol d'Or in France and the 8 Hours of Sepang in Malaysia.

Another fundamental aspect of BMW Motorrad's involvement in motorsport is the Customer Racing programme, which was introduced in 2014. BMW Motorrad Motorsport and its network of experts support more than 200 private teams around the world in the most prestigious international and national championships, including the FIM Endurance World Championship, British Superbike Championship, International German Motorcycle Championship, MotoAmerica in the USA, and many more national championships, as well as on the international road racing scene.



The support on offer ranges from e-mail and telephone support and a joint Race Camp to on-site support from BMW Motorrad Motorsport engineers at races and tests. The results speak for themselves. Year after year, BMW Motorrad Motorsport customers win races and titles in their respective racing series around the world. The RR is also the bike to beat at road racing events like the Isle of Man TT and the Macau Grand Prix.



Also launched in 2014 was the BMW Motorrad Race Trophy – a unique competition, which unites BMW riders from different championships and countries around the world in one BMW Motorrad ranking list. In accordance with their results in the respective racing series, Race Trophy entrants are awarded points towards this joint ranking. The rider with the most Race Trophy points at the end of the scoring period wins the BMW Motorrad Race Trophy.



Akrapovič is the leading manufacturer of premium exhaust systems for motorcycles and performance cars. It is also a leader in carbon components and the innovative use of superalloys.

Akrapovič exhaust systems are renowned for their design, lightweight construction and durability, as well as their impact on performance and sound. Available for a range of BMW models, Akrapovič exhausts enhance performance, torque and sound. The systems are available in titanium, carbon fibre or stainless steel.

Founded in 1991 by former motorcycle racer Igor Akrapovič, the brand has grown to international prominence through the successful support of leading racing teams.



Since the launch of the BMW S 1000 RR in 2009, and the associated entry into the Superbike World Championship, alpha Racing has been working closely with BMW Motorrad.

The BMW S 1000 RR experts are the first point of contact when it comes to high-quality performance parts and services for professional use at the racetrack. For the new BMW S 1000 RR in 2019, alpha Racing is working with BMW Motorrad Motorsport to develop components manufactured and marketed exclusively by alpha Racing. The advantage is availability of BMW S 1000 RR racing components for all model years and in all markets.



GUANGDONG DYNAVOLT ENERGY TECHNOLOGY Co., Ltd. is a battery company that integrates research, manufacture and sale in one. With technology, high-tech energy products are developed.

DYNAVOLT keeps on its patents and holds a leading position in China in terms of quality maintenance, production scale and technology innovation.

DYNAVOLT is the first manufacturer worldwide, who has brought the 'Gel Nanotechnology' of the maintenance-free motorcycle battery to market.

The company covers the majority of motorcycle batteries in the world. The annual production is about 15 million batteries, which are sold in over 90 countries worldwide.



Since its foundation in 1953, Nissin has focused on its brake engineering, producing light-weight products with its sophisticated casting of aluminium and contributing to safe driving for automobiles and motorcycles. Its engineering observes nowadays needs, like the reduction of environmental problems, which has been an issue in recent years.

Nissin leads the motorcycle industry, being the first manufacturer of hydraulic brake systems and producing more than 20 million brake parts a year. BMW Motorrad started using Nissin brakes for the BMW S 1000 RR model in 2009, which had a high performance, and more models are using them ever since.

On the race scene, Nissin started supplying parts for motorcycle world championships on the second half of the 70s, which enabled them to gain trust thanks to many victories. Nissin meets the highest demands from the most prominent world races and continues improving in order to provide stable brakes for the fastest motorcycles. BMW Motorrad WorldSBK Team's newest model, the BMW S 1000 RR race version, uses a Nissin brake system, with an acknowledged exceptional performance. Nissin also supplies brake systems for users all over the world, with a positive feedback for its technology and enthusiasm.

# PARTNERS.



# SERVICE.

## MEDIA CONTACTS AND RELATED LINKS.

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### MEDIA WEBSITE

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