



BMW MOTORRAD
MOTORSPORT

FIM ENDURANCE WORLD CHAMPIONSHIP.

2021 SEASON GUIDE.



FOREWORD.

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



Dear friends of motorcycle racing,

We will be putting the pedal to the metal once again in endurance racing in 2021 when we are contesting our second season in the FIM Endurance World Championship with BMW Motorrad World Endurance Team. When we kicked off our maiden season, the 2019/20 season, at the Bol d'Or at Le Castellet in the autumn of 2019, we had big plans, but exceeded our expectations.

The team established itself among the world leaders at the first time of asking. In two of the four races that were held in the curtailed season, BMW Motorrad World Endurance Team finished on the podium. With its strong performance, Team Manager Werner Daemen's team was involved in the battle for the title right up until the finale. We can be proud of what we achieved in our maiden season, and we want to build on that with our advancement, the new M 1000 RR: With our new super sports bike, an M model has arrived at BMW Motorrad for the first time. A wealth of knowledge and developments from motorsport flowed into the construction of the series model. That makes the M 1000 RR the perfect basis for use in the 2021 endurance world championship.

Our strengths lie in the performance and longevity of our bike, a highly professional team and a rider line-up that is undoubtedly one of the best in the FIM EWC. Markus Reiterberger and Ilya Mikhailchik are proven regular riders in BMW Motorrad World Endurance Team. With Xavi Forés, the team welcomes a new member with a wealth of international experience. Then there is Kenny Foray, who with all his experience now strengthens the team as a reserve rider.

I wish the team the very best of luck and you a thrilling 2021 season in the FIM EWC.

A handwritten signature in blue ink, reading "Schramm".

Dr. Markus Schramm
Head of BMW Motorrad

EXPERIENCE GUARANTEES SUCCESS.

BMW MOTORRAD WORLD ENDURANCE TEAM.



Cumulative experience from decades of racing is one of the factors that will guarantee success for BMW Motorrad World Endurance Team. Team Manager Werner Daemen was an active rider himself, and finished on the podium in the endurance world championship and other races. As a team manager, he has enjoyed success in several championships. Daemen has also been part of the BMW family for a very long time – as a rider and with his team. He took the first international win for the BMW S 1000 RR in the IDM race at the Salzburgring in 2009. As team manager, he and his team have won seven titles with BMW in the IDM and the European Stock 1000 Championship to date.

Then there is Steven Casaer who, as Technical Director, has another key role in the team. He also used to race himself, and has enjoyed success in endurance racing for many years now with his company EMC37. The starting number 37 of BMW Motorrad World Endurance Team also comes from him. He competed as an active rider with number 37 in the BMW BoxerCup and other races, he incorporated the number into the name of his company – and since the start of the FIM EWC project, 37 has also been the starting number of the BMW works team. Like Daemen and Casaer, many other team members also bring extensive experience in the FIM EWC to the project. This was the cornerstone for the team being up there with the world leaders at the first time of asking in their maiden season.

And BMW Motorrad World Endurance Team is also extremely strong when it comes to the riders. Markus Reiterberger and Ilya Mikhalchik contributed to the team's successes as regular riders in the maiden season. Joining them in the 2021 season is long-time WorldSBK rider Javier 'Xavi' Forés. Kenny Foray, 2014 endurance world champion, is also still part of the team and will assume the role of fourth rider from now on. The new BMW M 1000 RR has already demonstrated its potential during the test rides.

BMW MOTORRAD WORLD ENDURANCE TEAM.

AN INTERVIEW WITH BMW MOTORRAD MOTORSPORT DIRECTOR MARC BONGERS.

Marc, what is your conclusion after the maiden season and how can BMW Motorrad World Endurance Team take the next step forward in 2021?

Marc Bongers: "In terms of longevity and performance, our maiden season was very strong. Unfortunately, we weren't always able to get the results to the finish line, or at least achieve the positions that were worthy of the performance. The intensive series of tests that we completed with the 2021 version of the FIM EWC motorcycle based on the new BMW M 1000 RR showed that we made considerable progress in a few areas. That makes us very positive about the upcoming season."

What are the key areas in which the strengths of the new BMW M 1000 RR suit the FIM EWC?

Bongers: "We achieved two of the most pivotal improvements in terms of handling, and thereby easing the strain on the rider, with optimised geometry and the winglets, both of which were taken from the new M. We made additional significant positive steps with the new tyre options which were developed in collaboration with our partner Dunlop over the long break from racing. Last but not least, we made good

progress with the electronics in combination with the new engine and the redesigned transmission."

The rider line-up is one of the strongest in the FIM EWC. What makes your riders stand out?

Bongers: "Indeed, we have an extremely strong rider line-up. That is definitely a very important piece of the puzzle. The riders are all very strong individually, and have a wealth of experience, predominantly on BMW bikes. But what really makes them stand out is that they agree on the best set-up for the BMW M 1000 RR, from the geometry, through tuning of the spring-damper elements, to the ergonomics. That gives them all the same level of confidence, which is reflected in very similar, strong lap times. All in all it is a very strong package in a strong team, and we believe that we can say we are ready for the challenge."



BMW MOTORRAD WORLD ENDURANCE TEAM.

AN INTERVIEW WITH TEAM MANAGER WERNER DAEMEN.

Werner, the team kicked off a strong maiden season after a brief period of preparation. How pleased are you with what the project has achieved to date?

Werner Daemen: "We are very pleased with what we have achieved. We were on the same level as the other works teams within a very short space of time. We finished on the podium twice in four races, and with slightly less bad luck in the other races, we could have made it into the top three in the world championship standings. We will be even stronger this year. We have prepared really well, but we will only see how far we have come at Le Mans."

You are competing with the BMW M 1000 RR this year. How were the preparations?

Daemen: "Preparations went very well. We were very fast at the pre-test at Le Mans. That might not always be the most important thing in the endurance world

championship, but I have to say that everything has been going very well so far. Hopefully that will remain the case."

What are your goals for the 2021 FIM EWC season?

Daemen: "Our goal is to ride for the podium and to finish as high up in the championship as possible. If you finish on the podium, you can win. We have four very good riders, including the best reserve rider in the world, which is why our goal is to finish on the podium – and hopefully do even more."



MARKUS REITERBERGER.

THE BAVARIAN BMW CHAMPION.



"I'm really looking forward to the new season. We have a fantastic rider line-up, an amazing team, a brilliant motorcycle – and we are all more ready than ever to do battle for the world championship. That has to be our clear goal with our package, and we will give it our all. During the many intensive test drives over winter we saw how well everything works. Now we are ready for the season."

Markus Reiterberger

MARKUS REITERBERGER.

THE BAVARIAN BMW CHAMPION.

Markus 'Reiti' Reiterberger's international career with BMW began back in 2011 with the FIM Superstock 1000 Cup. In 2013 and 2015 he won his first two titles in the International German Motorcycle Championship (IDM). He contested his first full WorldSBK season in 2016. In the 2017 season, Reiterberger decided to return to the IDM and promptly picked up his third title in the series. In 2018, Reiterberger was crowned champion in the FIM Superstock 1000 European Championship. In the following year, Reiterberger competed with the BMW Motorrad WorldSBK Team in WorldSBK. In 2020, he competed in the Asia Road Racing Championship. Due to the pandemic, the season, however, ended already after the opening round that saw Reiterberger celebrating a victory. As a regular rider, he has been part of the BMW Motorrad World Endurance Team since the 2019/20 debut season.

| | |
|-----------------------|----------------------------|
| Date of birth: | 9 th March 1994 |
| Nationality: | German |
| Residence: | Obing (GER) |

CAREER.

| | |
|-------------|--|
| 2020 | FIM Endurance World Championship – Asia Road Racing Championship |
| 2019 | 14 th place in the FIM Superbike World Championship |
| 2018 | Champion in the FIM Superstock 1000 European Championship |
| 2017 | Champion in the International German Championship (IDM) |
| 2016 | 16 th place in the FIM Superbike World Championship |
| 2015 | Champion in the International German Championship (IDM) |
| 2014 | 3 rd place in the International German Championship (IDM) |
| 2013 | Champion in the International German Championship (IDM), debut in the FIM Superbike World Championship |
| 2012 | FIM Superstock 1000 Cup |
| 2011 | FIM Superstock 1000 Cup |



ILYA MIKHALCHIK. THE FLYING UKRAINIAN.



“I am really looking forward to starting the 2021 FIM EWC season at Le Mans. Over the winter and spring time I was preparing intensively, and I have improved myself. Last year was a bit disappointing from my side and I hope this year will be different and all even more satisfying for me and my team. It looks like we are ready after an incredible Le Mans test.”

Ilya Mikhalchik

ILYA MIKHALCHIK.

THE FLYING UKRAINIAN.

Ilya Mikhalchik claimed the championship title in the International German Championship (IDM) at the first time of asking in his maiden season for BMW in 2018 – riding for Werner Daemen’s team. In the following season, he successfully defended his title with races to spare and was crowned IDM champion for the second consecutive time at the penultimate round of the 2019 season. Mikhalchik made his debut in the FIM EWC in April of this year, at the 24 Hours of Le Mans. Mikhalchik has been a regular rider of the BMW Motorrad World Endurance Team since the squad’s debut season 2019/20.

| | |
|-----------------------|------------------------------|
| Date of birth: | 17 th August 1996 |
| Nationality: | Ukrainian |
| Residence: | Kiev (UKR) |

CAREER.

| | |
|-------------|---|
| 2020 | 2 nd place in the International German Championship (IDM) – FIM Endurance World Championship |
| 2019 | Champion in the International German Championship (IDM) – Debut in the FIM Endurance World Championship |
| 2018 | Champion in the International German Championship (IDM) |
| 2017 | FIM Superstock 1000 European Championship |
| 2016 | FIM Supersport World Championship |



JAVIER "XAVI" FORÉS.

FROM WORLDSBK TO FIM EWC.



"The 2021 FIM EWC is a new challenge for me. I am really excited to start the season at Le Mans and especially to do a complete season with the BMW works team. Together with my team-mates, Markus and Ilya, I think we can fight for the title, which has to be our main goal. We had really good tests and we found a good set-up for the bike. At the Le Mans test, we were under the lap record on almost every single lap, so we are more than ready to start the season."

Javier "Xavi" Forés

JAVIER "XAVI" FORÉS.

FROM WORLDSBK TO FIM EWC.

Javier 'Xavi' Forés is the new addition to the BMW Motorrad World Endurance Team for the 2021 season. The Spaniard is best-known from the FIM Superbike World Championship (WorldSBK). He made his series debut in 2011 – representing the former BMW Motorrad Italia SBK Team. Forés won the title in the European Stock 1000 Championship in 2013, and in the International German Motorcycle Championship (IDM) a year later. From 2016 to 2018 and in 2020 he was a regular rider in WorldSBK, stepping onto the podium five times. He took a year out in 2019 to contest a season in the British Superbike Championship (BSB). The 35-year-old returns to this series this year, and will represent FHO Racing BMW British Superbike Team. Forés also has experience of the FIM EWC.

| | |
|-----------------------|---------------------------------|
| Date of birth: | 16 th September 1985 |
| Nationality: | Spanish |
| Residence: | Andorra |

CAREER.

| | |
|-------------|--|
| 2020 | 13 th place in the FIM Superbike World Championship |
| 2019 | 9 th place in the British Superbike Championship |
| 2018 | 7 th place in the FIM Superbike World Championship |
| 2017 | 7 th place in the FIM Superbike World Championship |
| 2016 | 9 th place in the FIM Superbike World Championship |
| 2015 | 19 th place in the FIM Superbike World Championship |
| 2014 | Champion in the International German Championship (IDM) |
| 2013 | Champion in the European Superstock 1000 Championship |
| 2011 | Debut in the FIM Superbike World Championship |



KENNY FORAY.

ENDURANCE EXPERT FROM FRANCE.



"I think it is a really important year for BMW because the new bike, the BMW M 1000 RR, is really fast and consistent. I think this is the moment to fight for the world championship and the entire team is able to do so. I will give everything to support my team as well as possible and I am really happy to be part of the team."

Kenny Foray

KENNY FORAY.

ENDURANCE EXPERT

FROM FRANCE.

Kenny Foray has been part of the BMW Motorrad Motorsport family for many years and is a real endurance expert. He has been contesting endurance races since 2008, and he won the FIM Endurance World Championship title in 2014. Since 2016, Foray has contested the FIM EWC with BMW teams – and also enjoys success with the BMW S 1000 RR in the French Superbike Championship (FSBK), in which he was crowned champion in 2017. Foray finished second in the FSBK championship standings in 2016, 2018 and 2020. Foray is also a part of the BMW Motorrad World Endurance Team in 2021, supporting the team as the fourth rider.

Date of birth: 2nd August 1984

Nationality: French

Residence: Olivet (FRA)

CAREER.

| | |
|-------------|---|
| 2020 | 2 nd place in the French Superbike Championship – FIM Endurance World Championship |
| 2019 | 3 rd place in the French Superbike Championship – FIM Endurance World Championship |
| 2018 | 2 nd place in the French Superbike Championship – FIM Endurance World Championship |
| 2017 | Champion in the French Superbike Championship – FIM Endurance World Championship |
| 2016 | 2 nd place in the French Superbike Championship |
| 2015 | 2 nd place in the FIM Endurance World Championship |
| 2014 | World Champion in the FIM Endurance World Championship |
| 2013 | 2 nd place in the FIM Endurance World Championship |
| 2012 | 3 rd place in the FIM Endurance World Championship |
| 2011 | 3 rd place in the FIM Endurance World Championship |
| 2010 | FIM Endurance World Championship |





#37 BMW M 1000 RR FOR THE FIM EWC.

THE NEW SUPERBIKE FOR ENDURANCE RACING.

The new BMW M 1000 RR was born in racing. The first M model from BMW Motorrad is the result of close collaboration between BMW Motorrad Motorsport and series development. It is based on all the knowledge that BMW Motorrad Motorsport gained with the BMW S 1000 RR on international racetracks. Markus Reiterberger from BMW Motorrad World Endurance Team was one of the people involved in the development and testing for the series model.

The new M RR engine was – even for series – developed specifically for racing purposes and has an output of 212 hp in the series model. The throttle valves are split and two cylinders in each can be controlled separately. This enables power to be delivered in even better portions. The key innovation in the area of aerodynamics is the M winglets made of carbon. Developed during intensive tests both on the racetrack and in the wind tunnel, the winglets increase acceleration potential and the stability of the bike.

The #37 BMW M 1000 RR for the FIM Endurance World Championship was modified for use in endurance racing in various areas, in line with what the FIM EWC regulations allow. The M RR for the FIM EWC has a larger tank, with the maximum capacity of 24 litres permitted by the regulations, as well as a fast fill system. Special axle and axle guiding systems enable wheels to be changed quickly during pit stops. Components such as the handlebar and footrests can also be changed quickly if they get damaged in a fall. The electronics of the #37 BMW M 1000 RR are designed with the requirements of endurance racing in mind.

For more information about the series model of the new BMW M 1000 RR, see the [BMW Group PressClub](#).

#37 BMW M 1000 RR FOR FIM EWC.

TECHNICAL DATA.



Capacity / engine: 999 cc, four-cylinder four-stroke engine with four titanium valves per cylinder and variable intake camshaft control BMW ShiftCam, liquid-cooled, titanium rods, 2-ring pistons

Gearbox: Constant mesh 6-speed gearbox with straight cut gears

Output: > 215 hp at over 14,000 rpm

Bore × stroke: 80 × 49.7 mm

Fuel system: Electronic injection, variable intake manifold length

Tank capacity: 24 l

Lubrication: Wet sump

Dry weight: 168 kg without tank

Wheelbase: 1,450 mm (variable)

Length: 2,080 mm

Width: 538 mm

Front wheel control: Upside-down telescopic fork Öhlins FGR300

Rear wheel control: Underslung swing arm, full-floater central spring strut Öhlins TTX36

Front brake: Twin-disc Motomaster 320 mm, Nissin radial 4-piston callipers

Rear brake: Single-disc Motomaster 220 mm, Nissin 2-piston callipers

Wheels: Front 17" × 3.5", rear 17" × 6.0"

Tyres: Dunlop



THE 2021 FIM ENDURANCE WORLD CHAMPIONSHIP.

ACID TEST FOR MAN AND MACHINE.

The FIM EWC is an exciting championship in which both the motorcycles and riders (mostly male, occasionally female) are sorely put to the test in races lasting from 8 hours to 24 hours. The 2021 season will comprise four rounds in France, Portugal and Japan. From June to November 2021, the FIM EWC takes place on prestigious tracks such as the Bugatti circuit at Le Mans and the Paul Ricard circuit at Castellet in France, and the Suzuka circuit in Japan, where the season finale will be held in November.

Since Eurosport Events took over as promoter of the EWC alongside the FIM in 2015, the world championship has witnessed a substantial increase in both media coverage and viewership,

with races being broadcast worldwide, bigger, more international rider line-ups, and new, high-level teams and riders signing up to compete in the FIM EWC each season.

The FIM EWC has some features that really set it apart from other motorsport events. All the races take place partly at night, including the 8-hour races, and the FIM EWC is one of the few world championships in which teams are free to choose their tyres. Another particularity of the FIM EWC is the spectacular Le Mans-style standing start where riders sprint across the track to jump on their bikes. These long-distance races can be gruelling for both the riders and the machines. Teams are made up of two

to three riders, who each ride stints before handing the bike over to one of their team-mates.

Further information about the FIM Endurance World Championship can be found online at: fimewc.com

2021 FIM EWC CALENDAR.

| | | | |
|---|-------------------------|--------------|----------|
| 12 th /13 th June 2021 | 24 Heures Moto | Le Mans | France |
| 17 th July 2021 | 12H of Estoril | Estoril | Portugal |
| 18 th /19 th September 2021 | Bol d'Or (24-hour race) | Le Castellet | France |
| 7 th November 2021 | Suzuka 8 Hours | Suzuka | Japan |



PARTNERS.



Horeca Van Zon is a family company with a long tradition. Since 1964 they have grown into one Belgium's biggest wholesale catering companies. With their wide range of over 30,000 products they have many followers and customers in all categories. The company is open seven days per week and apart from ordering their big supply of products by telephone, you can also purchase them online or even get them delivered directly to your loving home. And if you prefer to take a closer look, all clients are welcome in one of their four big Cash & Carry stores. Have a closer look at their website: <https://www.vanzon.be>.



COMPETENCE IN RACING

alpha Racing is the world's leading specialist in professional racing parts and services for all BMW Superbike models. All well-known BMW Motorrad teams and numerous amateur and hobby racers rely on alpha Racing Performance Parts on the racetrack. New components are continuously developed and tested in close collaboration with BMW Motorrad Motorsport and the official BMW Motorrad teams. alpha Racing also offers a variety of stationary services as well as a worldwide operating Race Support for teams.



For over 100 years, the Swiss family business has been developing, producing and marketing care and cleaning products under the brand name MOTOREX. It is the largest company in Switzerland manufacturing different types of lubricant, and distributes them in over 85 countries. MOTOREX has been renowned for the highest quality of products and services for over 100 years. This top quality and experience make the Swiss company a reliable partner for the mid-size sector and industry, as well as for professional and amateur sportsmen and women in the world of bike and motorcycle racing. Whether engineers, chemists, technicians, salespersons, customer service staff or marketing specialists, the experts focus on customers and their requirements. Anyone purchasing from MOTOREX can rely on finding the perfect product for any lubrication need within the wide range of products. Consistent quality assurance at every level of the company means MOTOREX impresses with the high quality of its products and services. The MOTOREX laboratory controls the quality of the raw materials and ensures the company's position at the forefront of knowledge through committed research and development.



Dunlop is one of the world's leading tyre manufacturer in high and ultra-high performance tyres. The tyre brand stands for sportiness, emotion and riding pleasure. At the same time, the name also stands for one of the most important and most revolutionary inventions in the history of mobility, the pneumatic tyre. It was invented in 1888 by the Scottish veterinarian John Boyd Dunlop. Motorsport belongs to Dunlop's DNA, so to speak. From the beginning, Dunlop's success in nearly all areas of motorsport stretches throughout the company's history. Whether as an exclusive tyre partner or in direct competition, whether in the top-class or newcomers area, whether on two or on four wheels – the incentive is to supply always the best possible tyres for top performances. This not only applies to the racetrack but also in public traffic, when Dunlop riders can trust in the fact that their tyre provides maximum grip for maximum riding pleasure. This is because the technologies for the road tyres derive directly from the motorsport-know-how.



SERVICE.

MEDIA CONTACT AND LINKS.

MEDIA CONTACT.

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