



BMW MOTORRAD
MOTORSPORT

FIM SUPERBIKE WORLD CHAMPIONSHIP. 2021 MEDIA GUIDE.



FOREWORD.

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



Dear Media Representatives and Motorcycle Racing Friends,

After an unusual 2020 and the winter break, we can hardly wait to get stuck into the 2021 season in the FIM Superbike World Championship. This year, we are initiating the next stage of our involvement in WorldSBK with a number of innovations.

One of these is the bike itself: our new BMW M 1000 RR. Even the production model is designed to meet the high demands of motorsport, developed in close collaboration between our production development and BMW Motorrad Motorsport. The first M model from BMW Motorrad, based on our BMW S 1000 RR, incorporates all our findings from motor racing. Examples of this are the four-cylinder engine with BMW ShiftCam technology, which has been modified to make it more of a racing engine, and the winglets, which have been developed at intensive tests at the racetrack and in the BMW Group wind tunnel. The fact that our riders – Tom Sykes, Eugene Laverty and Markus Reiterberger – were so heavily involved in testing for the development of the production bike, just goes to show how closely the Production and Motorsport departments work together.

Another new feature in the 2021 season is the fact that our works team, the BMW Motorrad WorldSBK Team, will be joined in WorldSBK by two BMW satellite teams. I would like to welcome RC Squadra Corse and Bonovo MGM Racing into the BMW family! They will work closely with our works team, and the benefit for us is that we will receive even more feedback.

We also have an excellent rider line-up for the 2021 World SBK season. In our works team, we are continuing our successful collaboration with Tom Sykes, who has been part of the project since the word go. His new team-mate, Michael van der Mark, is also undoubtedly one of the top riders in the field. With his talent and experience, he is a valuable addition to our project. We are also pleased that Eugene Laverty is remaining in the BMW family. He will now apply all his skill and expertise for RC Squadra Corse. We are also delighted to be able to welcome Jonas Folger on board; he too is one of the biggest names in motor racing and has already shown that he is a force to be reckoned with in WorldSBK.

As you can see, we are ready and looking forward to an exciting 2021 WorldSBK season with you.

A handwritten signature in blue ink, appearing to read 'Schramm'.

Dr. Markus Schramm
Head of BMW Motorrad



“The goal for the 2021 season is to claim our first victories.”

Marc Bongers,
BMW Motorrad Motorsport Director

BMW MOTORRAD IN WORLDSBK.

AN INTERVIEW WITH BMW MOTORRAD MOTORSPORT DIRECTOR MARC BONGERS.

Marc, you are entering the third season of the WorldSBK project. There is one significant new feature: the bike. The BMW M 1000 RR is a further development of the BMW S 1000 RR. What are the key improvements you have made to the new bike?

The major improvements can be found in the engine and chassis. We have modified the chassis geometry to have a better basis for both the Superbike and the Superstock bike. In the engine area, we have used lighter components, which allow us to achieve higher revs and thus more power. To optimise the aerodynamics, we have equipped the BMW M 1000 RR with winglets for the first time. These ensure that the bike is more stable.

How did the tests go?

We saw at the tests that we have definitely been able to close the gap to the front-runners. We are not quite there yet and still have some work to do, but I am feeling positive. The collaboration with the satellite teams is also going well, and with the new riders, who are also pushing each other. The overall conclusion after the tests is that I am happy so far.

You mentioned another significant new feature of the project, that BMW will be represented by two satellite teams for the first time. How close is the collaboration between BMW Motorrad Motorsport, the BMW Motorrad WorldSBK Team, RC Squadra Corse and Bonovo MGM Racing?

It is a close collaboration. That is why they are called satellite teams, not customer teams. We have clearly established that if we collaborate with other teams to gather data and drive development forward faster, then we need to provide these teams with factory material. Bonovo MGM Racing has been involved since the first test at Jerez and, from day one, has gradually received our test items, which we have either been able to endorse or not. RC Squadra Corse has also been involved since Aragón and was immediately at the same level. There, it was also beneficial that Eugene Laverty is already familiar with the bike, and we know that he is a very good test rider. The collaboration is definitely of great value to us, because we are able to distribute our test subjects better and receive a broader feedback, in order to set course for the future.

What are your goals for the 2021 WorldSBK season?

The goal is to claim our first victories. As such, it is logical that we also close the gap to the front-runners.





BMW M 1000 RR.

FROM RACING, FOR RACING.

With the new BMW M 1000 RR, BMW Motorrad Motorsport is taking performance to the next level. The first M model from BMW Motorrad is a consistent further development of the BMW S 1000 RR and, even in the production version, offers thoroughbred racing technology for use in motorsport and on the streets. This has been made possible by the close collaboration between BMW Motorrad Motorsport and the production development department. BMW riders Tom Sykes, Eugene Laverty and Markus Reiterberger have done a lot of testing and given their input from a rider's perspective. With its features developed on the racing scene, the M RR provides the perfect basis for the WorldSBK bike, which has been modified – as far as permitted by the regulations – to meet the special demands it will encounter in the World Championship. The main areas to be modified were the propulsion, chassis geometry, brakes and fairings.

The engine on the new M RR, and the production version, was systematically developed for motor racing purposes; the production model generates 212 hp. The engine has BMW ShiftCam technology for adjusting the valve timing and valve stroke, as well as technical improvements like the new 2-ring forged pistons and titanium connecting rods. In its WorldSBK spec, the bike is capable of over 230 hp. On the homologated production model, the throttle valves are split so that this feature can be used explicitly in racing. This feature makes it possible to control each pair of cylinders separately – for smoother power delivery.

When it comes to aerodynamics, another significant innovation immediately catches the eye: the carbon winglets. They were developed in intensive tests, both at the race-track and in the wind tunnel, and ensure the best possible contact between the wheels and the track – particularly when accelerating. The effect of the winglets is also noticeable in corners and when braking, as the downforce allows the rider to brake later and improves stability in corners. The winglets work in combination with a higher windshield.

You can find more information on the production model of the new BMW M 1000 RR [here](#) in the BMW Group PressClub.

BMW M 1000 RR FOR THE 2021 WORLDSBK.

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: > 230 hp at over 14,000 rpm

Bore x Hub: 80 x 49.7 mm

Fuel system: Electronic injection, variable intake manifold length

Tank capacity: 22l

Lubrication: Wet sump

Dry weight: 168 kg

Wheelbase: ca. 1,450 mm (variable)

Length: 2,080 mm

Width: 538 mm

Front wheel control: Upside-down telescopic fork Öhlins RVP25/30

Rear wheel control: Underslung swing arm, full-floater central spring strut Öhlins RVP50

Front brake: Twin-disc Yutaka 335 mm, Nissin radial 4-piston callipers

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

Wheels: CFK S1000RR Series, front 17" x 3.5", rear 17" x 6.0"

Tyres: Pirelli Super Corsa



"I think Michael and Tom can challenge for the top-four straight away and that the podium will be in sight soon."

Shaun Muir,
Team Principal BMW Motorrad WorldSBK Team

BMW MOTORRAD WORLDSBK TEAM.

AN INTERVIEW WITH TEAM PRINCIPAL SHAUN MUIR.



Shaun, a new bike, one well-known rider, one new rider – how well did the preparations for the new WorldSBK season go?

From finishing last season in October, it has been a very long break. We expected to start testing a little bit earlier but as the calendar changed with a later start to the season we decided to also delay our first tests. I think this was to our advantage because for sure the weather conditions have been very positive at almost every test that we did so I am really pleased that we did that. It also allowed us to have some more development time. So overall, we are pretty happy.

Tom Sykes enters his third season with the team, Micheal van der Mark is the new addition. What are your expectations in this rider line-up?

We are expecting that Tom can step up, especially as our 2020 season was not so strong as the 2019 one for quite a few reasons. The new BMW M 1000 RR is going to close that gap, for sure. But also bringing Michael van der Mark into the team with his experience and his performances over the past seasons puts some strong competition within the pit box and that's exactly what we needed to do. I think they both can push each other to a very high level.

The BMW project has grown with having two satellite teams on the grid now – how can the BMW Motorrad WorldSBK Team benefit from that?

Clearly, having two satellite teams and riders is vitally important for the development programme. For me, they are two completely different types of riders. I am really pleased that Eugene stayed with BMW and especially to see him on the BMW M 1000 RR. All the work he did last year was crucial for the whole team. Then there is Jonas; he is much younger but also experienced, he has spent many years in GP racing. Their feedback is very important for the whole BMW WorldSBK project and as such we all benefit from our close collaboration.

What are your goals for the 2021 WorldSBK season?

For sure, for Michael and Tom, we need to be challenging for the podium. I always say that if we are challenging for the podium then the win is always in sight. I think after all the problems we had over the last 14 months with the Covid situation everyone has their challenges and equally we have, but – and it is a big but – we are in a good position, we are in a good situation, the season starts now and I think Michael and Tom can challenge for the top-four straight away and that the podium will be in sight soon.



“This year, we have a couple more BMW M 1000 RRs on the grid, and we will all work together to build up the BMW project.”

Tom Sykes

#66 TOM SYKES.

MISTER POLE POSITION.

Englishman Tom Sykes, the 2013 world champion, has been a member of the BMW Motorrad WorldSBK Team since the start of the project. In 2021, he enters his third season with the BMW works team. With his wealth of experience and input, Sykes is instrumental in developing the bike. His nickname 'Mister Pole Position' is thoroughly deserved; record holder Sykes secured his 50th pole position in the Superbike World Championship at Phillip Island in 2020. His other WorldSBK statistics include 34 wins and 112 podium finishes.

Date of birth:	19 th August 1985
Birthplace:	Huddersfield (GBR)
Nationality:	Britisch
Residence:	Leamington Spa (GBR)
Number:	66
Crew chief:	Ian Lord (GBR)

CAREER:

2020	12 th place in the FIM Superbike World Championship
2019	8 th place in the FIM Superbike World Championship
2018	4 th place in the FIM Superbike World Championship
2017	3 rd place in the FIM Superbike World Championship
2016	2 nd place in the FIM Superbike World Championship
2015	3 rd place in the FIM Superbike World Championship
2014	2 nd place in the FIM Superbike World Championship
2013	Champion in the FIM Superbike World Championship
2012	2 nd place in the FIM Superbike World Championship
2008	Debut in the FIM Superbike World Championship



#66 TOM SYKES. MISTER POLE POSITION.



"I am obviously looking very much forward to the 2021 season. This year will be even more exciting. BMW is working very hard; they have released the BMW M 1000 RR. I don't want to go too much into expectations because we have all seen from winter testing that the competition is very strong. I'd rather talk about targets. I want to get back to winning races. That's why we are here. I can't wait to get going; it has been a long time. I am also already looking forward to my home race in Donington Park. We've had some good success there with BMW. There are also a couple of new circuits that are very interesting to try. Overall, we will keep working very hard. I have a new team-mate this year with Michael van der Mark. We seem to have a good dynamic in the garage and as the whole BMW Motorrad WorldSBK Team we always work very well as a team unit. This year, we have a couple more BMW M 1000 RRs on the grid, and we will all work together to build up the BMW project."

Tom Sykes

"I really have the feeling that the bike is capable of fighting for the podium and so is the team."

Michael van der Mark



#60 MICHAEL VAN DER MARK. THE FLYING TEAM NEWCOMER.

Michael van der Mark is new to the BMW Motorrad WorldSBK Team in the 2021 season. The 28-year-old Dutchman can already look back on an impressive career and is extremely popular in his native Netherlands and beyond. In 2014, he was the first Dutchman to be crowned Supersport world champion. He is also the first rider from the Netherlands to finish on the podium and claim a race win in WorldSBK. Van der Mark has been racing in the Superbike World Championship since 2015, since when he has won four races and finished on the podium a total of 37 times. He is now looking to convert his speed and fighting spirit into top results on the BMW M 1000 RR.

Date of birth:	26 th October 1992
Birthplace:	Gouda (NED)
Nationality:	Dutch
Residence:	Bergschenhoek (NED)
Number:	60
Crew chief:	Marcus Eschenbacher (GER)

CAREER:

2020	5 th place in the FIM Superbike World Championship
2019	4 th place in the FIM Superbike World Championship
2018	3 rd place in the FIM Superbike World Championship, Winner 8H Suzuka
2017	6 th place in the FIM Superbike World Championship, Winner 8H Suzuka
2016	4 th place in the FIM Superbike World Championship
2015	7 th place in the FIM Superbike World Championship
2014	World Champion in the FIM Supersport World Championship, Winner 8H Suzuka
2013	4 th place in the FIM Supersport World Championship, Winner 8H Suzuka
2012	Champion European Superstock 600 Championship



#60 MICHAEL VAN DER MARK. THE FLYING TEAM NEWCOMER.



"I am really looking forward to the season. It is a new challenge for me with the BMW Motorrad WorldSBK Team and of course with the new BMW M 1000 RR. Testing has been good. I had to adjust to the bike and get used to the work with the guys but I am really happy with it and I feel that there is a lot of potential in it. It is always difficult to find the last couple of tenths and stuff like that but I am pretty sure that the bike has it in it. And I think our goal for the season is to be able to fight for the podium as soon as possible but like I said, it's a new bike and it might take some time. I really have the feeling that the bike is capable of it and also is the team. I am really happy and I cannot wait to get the season started because it has been a long winter. For us that was quite good because we could get everything ready and everything tested so I am looking forward and hopefully at some point of the season we can get some fans on track again – and I am ready to race."

Michael van der Mark

BMW SATELLITE TEAMS. RC SQUADRA CORSE.

RACING PASSION, MADE IN ITALY.



The Italian RC Squadra Corse team is one of the two BMW satellite teams in WorldSBK in 2021. The team, which is owned by Roberto Colombo, may be operating under a new name but comes with a wealth of experience from the WorldSBK paddock. The team has been active in the Superbike World Championship since 2016. Last season, it also entered the Supersport World Championship. In Eugene Laverty, the team has a rider who is very familiar with BMW and was closely involved in the development of the new bike, the BMW M 1000 RR.

#50 EUGENE LAVERTY.

IRISH EXPERIENCE.

RC SQUADRA CORSE.

34-year-old Eugene Laverty is one of the most experienced riders in the WorldSBK paddock. The Irishman comes from a racing family – his brothers Michael and John are also racers. Laverty made his debut in the Superbike World Championship in 2011. With the exception of two years in MotoGP, this series has become a second home to him. Laverty has been part of the BMW family since the 2020 season. Last year he rode for the works team and worked closely with BMW Motorrad and BMW Motorrad Motorsport on the development of the BMW M 1000 RR. In the 2021 season, he brings all his skill and experience to BMW satellite team RC Squadra Corse.

Date of birth:	3 rd June 1986
Birthplace:	Toomebridge (GBR)
Nationality:	Irish
Residence:	Alvor (POR)
Number:	50
Crew chief:	Paolo Piazza (ITA)

CAREER:

2020	15 th place in the FIM Superbike World Championship
2019	15 th place in the FIM Superbike World Championship
2018	8 th place in the FIM Superbike World Championship
2017	10 th place in the FIM Superbike World Championship
2016	13 th place in the MotoGP World Championship
2015	22 nd place in the MotoGP World Championship
2014	10 th place in the FIM Superbike World Championship
2013	2 nd place in the FIM Superbike World Championship
2012	6 th place in the FIM Superbike World Championship
2011	Debut in the FIM Superbike World Championship, 4 th place



#50 EUGENE LAVERTY.

IRISH EXPERIENCE.

RC SQUADRA CORSE.



"Like everybody, I am hoping for a whole season after 2020; we didn't get so many races. So let's hope for a more normal season and also to get the fans back track-side so we have some atmosphere once again. It's my second year on the BMW and the new BMW M 1000 RR is going to be a big step forward for us. The engine is a big step stronger. We expect to be in the mix. Last year, I had a pole position but I also want to be in that podium enclosure after the races. That has to be my aim and I hope to have a smile on my face again."

Eugene Laverty

BMW SATELLITENTEAMS. BONOVO MGM RACING.

THE NEXT STEP.

Bonovo MGM Racing also lines up as one of the two BMW satellite teams in WorldSBK. The German team is led by owner Jürgen Röder and manager Michael Galinski. In 2020, Bonovo MGM Racing and its rider Jonas Folger dominated the International German Motorcycle Championship (IDM) with eight wins in eight races. It also enjoyed impressive outings with Folger at the WorldSBK events at Barcelona and Estoril. Bonovo MGM Racing is now taking the next step, as it goes all in with BMW in WorldSBK. The team continues to work with Folger, making this the first time a German team has signed up for the full WorldSBK season with a Bavarian rider on a Bavarian bike.



#94 JONAS FOLGER.

BAVARIAN WITH RACING DNA.

BONOVO MGM RACING.



Date of birth:	13 th August 1993
Birthplace:	Mühldorf am Inn (GER)
Nationality:	German
Residence:	Mühldorf am Inn (GER)
Number:	94

CAREER:

2020	Champion International German Championship IDM, Appearances in the FIM Superbike World Championship
2019	MotoGP test rider, Appearances in the Moto2 World Championship
2017	10 th place in the MotoGP World Championship
2016	7 th place in the Moto2 World Championship
2015	6 th place in the Moto2 World Championship
2014	15 th in the Moto2 World Championship
2013	5 th place in the Moto3 World Championship
2012	9 th place in the Moto3 World Championship
2011	6 th place in the 125 cc World Championship
2010	14 th place in the 125 cc World Championship
2009	12 th place in the 125 cc World Championship
2008	Debut in the 125 cc World Championship

Jonas Folger inherited motor racing genes. His father and uncle were motorcycle racers and the young Jonas received his first bike at the tender age of three. After great success as a junior, the Bavarian made his debut in the 125 cc World Championship in 2008. This was followed by years in Moto3, Moto2 and MotoGP. In 2020, Folger made a foray into the International German Motorcycle Championship IDM, in which he won all eight races and was crowned the dominant champion. He also impressed on his two guest appearances in the Superbike World Championship. Folger returns to the international stage in 2021, as he contests his first WorldSBK season as a BMW rider with the Bonovo MGM Racing team.

#94 JONAS FOLGER.

BAVARIAN WITH RACING DNA.

BONOVO MGM RACING.



"I am really excited to be a part of the BMW family in WorldSBK now. My IDM team and me stepped up together and have already had some great experiences. I am looking forward to the season. We also have some new circuits on the calendar. One of them is Most, a circuit that I really like. We were pretty strong also at Barcelona last season. I can't wait to get things started."

Jonas Folger

THE 2021 WORLDSBK.



THE 2021 WORLDSBK. CALENDAR.

21st – 23rd May	Spain	Aragón
28th – 30th May	Portugal	Estoril
11th – 13th June	Italy	Misano
2nd – 4th July	Great Britain	Donington Park
23rd – 25th July	Netherlands	Assen
6th – 8th August	Czech Republic	Most
20th – 22nd August	Spain	Navarra
3rd – 5th September	France	Magny-Cours
17th – 19th September	Spain	Barcelona
24th – 26th September	Spain	Jerez de la Frontera
1st – 3rd October	Portugal	Portimão
15th – 17th October	Argentina	San Juan
12th – 14th November	Indonesia	Mandalika

You can find more information on the FIM Superbike World Championship online at:
worldsbk.com



THE WORLD OF BMW MOTORRAD MOTORSPORT.



SUCCESSFUL AROUND THE WORLD.

WORKS AND PRIVATE: THE EXTENSIVE ACTIVITIES OF BMW MOTORRAD MOTORSPORT.



Whether with a works presence or customer teams, BMW Motorrad Motorsport is actively involved in racing all over the world. The extended works involvement in the 2021 Superbike World Championship is just one example. BMW Motorrad also competes with a works team in the FIM Endurance World Championship. In its debut season, in 2019/2020, the BMW Motorrad World Endurance Team finished on the podium in two of the four races and was in contention for the title right down to the final race. In 2021, the team returns for its second season with regular riders Markus Reiterberger, Ilya Mikhalchik and Xavi Forés, as well as reserve rider Kenny Foray.

Customer racing also plays a key role at BMW Motorrad. Within its customer racing programme, which was launched in 2014, BMW Motorrad Motorsport supports countless private teams in a wide range of international and national championships around the world. These include the FIM Endurance World Championship, the British Superbike Championship, the International German Motorcycle Championship, MotoAmerica in the USA, the Asia Road Racing Championship, and many more. An extensive network of experts is on hand to help the private teams and riders prepare their BMW S 1000 RRs and BMW M 1000 RRs. The support on offer ranges from E-mail and telephone support to a joint race camp and on-site support at races and tests, in the form of BMW Motorrad Motorsport engineers.

The BMW Motorrad Race Trophy – a unique competition, which unites BMW riders from different championships and countries all over the world – was also launched in 2014. Based on their results in their respective series, participants score points towards the Race Trophy. After a coronavirus-induced break in 2020, the Race Trophy is back in 2021 – with attractive prizes for the top BMW riders from around the world.

PARTNERS.



PARTNERS.



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 as aftermarket products, Akrapovič exhausts enhance performance, torque and sound. The systems are available in titanium or stainless steel, with exquisite carbon fibre or titanium tailpipes. Founded in 1991 by former motorcycle racer Igor Akrapovič, the brand has grown to international prominence through the successful support of leading racing teams.



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 have been using them ever since. On the race scene, Nissin started supplying parts for motorcycle world championships in 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.



Ravensberger Schmierstoffvertrieb GmbH has been developing and producing high-performance lubricants under the brand name RAVENOL since 1946. State-of-the-art laboratory and production facilities guarantee a consistently high product standard. The extensive range includes lubricants, greases, car care products, coolants and winter chemicals. Success in international motorsport has a very high priority at Ravenol, not only as a marketing platform to portray the quality and excellence of the products but at the same time as an important research and test field for the development of high-performance lubricants. In addition to the technical collaboration with the engineers of the racing teams and series organizers, RAVENOL also works directly with manufacturers in the field of engine and transmission technology. This guarantees a consistently high quality standard of RAVENOL lubricants.



SERVICE.

MEDIA CONTACTS AND RELATED LINKS.

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