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Two.Zero
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BMW MOTORRAD F 900 R CUP

SPORTING AND TECHNICAL REGULATIONS **2024**

[TO BE READ IN CONJUNCTION WITH THE 2024 MCRCB YEARBOOK]

PLEASE NOTE: *The Promoter/Organiser reserves the right to issue amendments to this document from time to time.*

MSVR
MOTORSPORT VISION RACING

CONTENTS

1 The 2024 ABK Beer 0% BMW Motorrad F900R Cup

1.1 Championship Organisation, Jurisdiction,Regulation and Appointments.

MotorSport Vision Racing ("MSVR") on behalf of BMW Motorrad UK is the Promoter ("Promoter") and Organiser ("Organiser") of the 2024 **ABK Beer 0%** BMW Motorrad F900R Cup ("Championship").

1.2 The Championship is designated a National Cup by the Motorcycle Circuit Racing Control Board ("MCRCB"), the series Governing Body and accordingly will operate under its jurisdiction. The MCRCB Sporting Code, Judicial, General and Championship Regulations are published in the 2024 MCRCB Yearbook.**Rider Eligibility**

To be eligible to enter a race in the Championship all riders must be registered with the Championship, hold an ACU National or Full Clubman licence or SACU National licence.

1.2.1 International Riders

Overseas Riders (inc. Ireland) must be in possession of an International Licence or a National Licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. MCRCB will not be held responsible for repatriation.

1.3 Registration and Entries

Each rider shall pay a non-refundable fee to the Promoter to become a registered rider of the Championship and receive certain benefits. The fee represents a commitment to race in all rounds of the Championship. The Promoter and/or Organiser has the right at their absolute discretion to accept, reject, or withdraw any registration for the Championship.

All riders must apply for race entries through MSVR via www.bsbteams.com and timetables, final instructions etc. will be published at www.msvracing.co.uk **and the MSVR BSB Sportity App.** The Promoter has the right at their absolute discretion to accept, reject, or withdraw any race entry for the Championship.

1.4 Championship Events

The Championship will be held over nine Rounds during 2024:

ROUND	DATE	VENUE	ORGANISER
1	20/21 April	Navarra (Spain)	MSVR
2	–04-06 May	Oulton Park	MSVR
3	05-07 July	Snetterton 300	MSVR
4	12-14 July	Donington Park GP (WSBK)	MSVR
5	19-21 July	Brands Hatch GP	MSVR
6	09-11 August	Thruxton	MSVR
7	24-26 August	Cadwell Park	MSVR
8	27-29 September	Donington Park National	MSVR
9	11-13 October	Brands Hatch GP	MSVR

The Promoter/Organiser reserves the right to amend the championship calendar.

1.5 Championship and Event Format

Each Round will consist of:

- Free Practice
- Qualifying Practice (to determine the starting grid for each Heat race)
- Two 'Heat' Races
- Last Chance Qualifier ('LCQ') Race
- Main Event

The Free Practice and Qualifying Practice format and number of direct qualifiers to the Main Event from the Heat races will vary based upon the total number of entered riders for each Round. The Format (A or B) will be declared by official bulletin prior to the first official practice session.

A – The event entry <u>does not</u> exceed the maximum number of permitted race starters plus 20%.

- All riders will practice together in the free and qualifying practice sessions.
- The grid for the two Heat races will be derived from the result of the qualifying practice.
- The fastest classified rider will start in grid position 1 for Heat 1, the second fastest classified rider will start in grid position 1 for Heat 2, continuing down the classification as per the example below:

Qualifying Practice Result	Grid Position Heat 1	Grid Position Heat 2
1st	1	
2nd		1
3rd	2	
4th		2
5th	3	
6th		3
Any rider who did not record a qualifying practice time may be included in any remaining Heat race grid position in the order their free practice time in accordance with the provisions of MCRCB E 1.5.2.		

- **The first thirteen riders** in each Heat Race result classification will qualify direct to the Main Event.
- The remaining classified riders (and non-classified riders subject to grid capacity) will take part in the LCQ Race.
- The starting grid positions for the LCQ race will be derived from the Heat races result classification. The 14th placed rider in each Heat Race result will take part in a ballot draw to draw pole position for the LCQ race, with each following grid position alternated from the Heat races classification. Example: if the 14th placed rider in Heat 2 draws pole position, the 14th placed rider in Heat 1 takes grid position 2, the 15th placed rider Heat 1 takes grid position 3 etc.
- After the conclusion of the second Heat race**, the first three riders in each Heat Race result** will take part in a combined podium ceremony which will include a ballot draw to select their starting grid position in the order of grid position 6 to grid position 1 for the Main Event.
- The competition numbers of the first three riders in each Heat Race result will be placed in a bag. The order of numbers drawn will establish the starting grid positions; P6, P5, P4. P3, P2, P1.
- The remaining grid positions (up to P26) for the Main Event will be derived first from the Heat races result classification. The 4th placed rider in each Heat Race result will also take part in a ballot to draw grid position 7, with each following grid position alternated from the Heat races classification. Example: if the 4th placed rider in Heat 2 draws grid position 7, the 4th placed rider in Heat 1 takes grid position 8, the 5th placed rider in Heat 1 takes grid position 9 etc.
- The final starting grid positions (P27 onwards) for the Main Event will be derived from the results classification of the LCQ Race.
- The maximum number of race starters will be 40 riders with the exception of Cadwell Park which will be 36 riders.
- **B – The event entry <u>exceeds</u> the maximum number of permitted race starters plus 20%.**
- At each round two groups will be established (Group 1 and Group 2) for the free and qualifying practice sessions. If Round 1 is run to Format B the groups will be set according to a ballot. At subsequent

rounds under Format B the groups will be established by championship points order e.g 1st paced rider in Group 1, 2nd In Group 2, 3rd In Group 1, 4th In Group 2 etc. After the points position places have been exhausted the remaining group placements will be drawn by ballot.

- The results of the qualifying practice will set the grids for the two Heat Races, Group 1/Heat 1 and Group 2/Heat 2.
- **The first sixteen riders** in each Heat Race result classification will qualify direct to the Main Event.
- The remaining classified riders (and non-classified riders subject to grid capacity) will take part in the LCQ Race.
- The starting grid positions for the LCQ Race will be derived from the Heat Races result classification. The 17^{h} placed rider in each Heat Race result will take part in a ballot draw to draw pole position for the LCQ race, with each following grid position alternated from the Heat races classification. Example: if 17th placed rider in Heat 2 draws pole position, the 17th placed rider in Heat 1 takes grid position 2, the 18th placed rider Heat 1 takes grid position 3 etc.
- After the conclusion of the second Heat race**, the first three riders in each Heat Race result** will take part in a combined podium ceremony which will also include a ballot draw to select their starting grid position in the order of grid position 6 to grid position 1 for the Main Event.
- The competition numbers of the first three riders in each Heat Race result will be placed in a bag. The order of numbers drawn will establish the starting grid positions; P6, P5, P4. P3, P2, P1 for the Main Event.
- The remaining grid positions (up to P32) for the Main Event will be derived first from the Heat Races result classification. The 4th placed rider in each Heat Race result will also take part in a ballot to draw grid position 7, with each following grid position alternated from the Heat races classification. Example: if the 4th placed rider in Heat 2 draws grid position 7, the 4th placed rider in Heat 1 takes grid position 8, the 5th placed rider Heat 1 takes grid position 9 etc.
- The final starting grid positions (P33 onwards) for the Main Event will be derived from the results classification of the LCQ Race.
- The maximum number of starters will be 40 riders with the exception of Cadwell Park which will be 36 riders.

In both formats A and B.

Each Heat Race will score points for the *2024 ABK Beer 0% BMW Motorrad F900 R Cup* on the format:

12-11-10-9-8-7-6-5-4-3-2-1 with the exception of the final Round which will be: 17-15-13-11-10-9-8-7-6-5-4-3.

Each LCQ Race will score points for the ***R&G Challenger Series*** on the format: 25-22-20-18-16-14-12-10-8-6-5-4-3-2-1 with the exception of the final Round which will be: 35-30-27-24-22-20-18-16-14-12-10-8-6-4-2.

Each Main Event Race will score points for the ***2024 ABK Beer 0% BMW Motorrad F900 R Cup*** on the format: 25-22-20-18-16-14-12-10-8-6-5-4-3-2-1 with the exception of the final Round which will be: 35-30-27-24-22-20-18-16-14-12-10-8-6-4-2.

Start Procedure

The Heat Races and LCQ Race will use the “Quick Start Procedure” as set out E 1.10.2. The Main Event will use the regular start procedure as set out in MCRCB E 1.6.

1.6 Prize Fund

Prize fund breakdown per round:

Position	Heats 1 & 2	LCQ Race – R&G Challenger Series	Main Event
1	£250	£200	£1,000
2	£200	£150	£750
3	£180	£120	£500
4	£145	£110	£350
5	£125	£100	£280
6	N/A	N/A	£240
7	N/A	N/A	£200
8	N/A	N/A	£160
9	N/A	N/A	£145
10	N/A	N/A	£130

K-Tech Rider of the Round - £200 (awarded for the most notable performance of the weekend) – chosen by a panel including Series Manager Steve Plater and BSB lead commentator Duncan Vincent.

1.6.1 Championship Prizes

ABK Beer 0% BMW F900 R Cup

BMW Motorrad UK will award the overall Championship winner* with the main prize of a BMW S 1000 R motorcycle. The prize eligibility is confined to any rider other than the winner of the 2023 BMW F 900 R Cup, In 2025, the (equivalent) prize eligibility will be confined to any rider other than the winners of the 2023 and 2024 BMW F 900 R Cup.

BMW Motorrad UK will award the 'Lee Nicholls Most Improved Rider' award to the rider who has shown most progress throughout the season. The recipient will win a set of made-to-measure BMW M Pro Race leathers, M Pro Race helmet, gloves, and boots from BMW Motorrad UK, totalling over £2,000 in value.

BMW Motorrad UK will award the 'Lee Nicholls Most Improved Rider' award to the rider who has shown most progress throughout the season. The recipient will win a set of made-to-measure BMW M Pro Race leathers, M Pro Race helmet, gloves, and boots from BMW Motorrad UK, totalling over £2,000 in value.

1.6.2 Tyre Prizes

At each event along with race trophies there will also be Pirelli supported tyre prizes awarded to the riders in Main Event and the LCQ..

The tyre prizes will be awarded as follows:
1st Main Event - 1 x front & 1 x rear tyre
2nd Main Event - 1 x rear tyre
3rd Main Event -1 x rear tyre
1st LCQ Race – 1 x rear tyre
2nd LCQ Race – 1 x rear tyre
3rd LCQ Race – 1 x rear tyre

2 Machine Specification

ANYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN. NO MODIFCATIONS ARE PERMITTED OTHER THAN THOSE LISTED. The rules are intended to limit changes to the homologated production motorcycle in the interests of safety, power limitation, and to minimise racing costs.

2.1 All items not mentioned in the following articles must remain as originally produced/supplied by BMW for the machine

Machine Eligibility
The only motorcycle eligible for the series is the BMW F900R model with the following type approval number:

- **e1*168/2013*00167*00 BMW F900R**

The appearance from front, rear and the side profile of a series motorcycles must, except when otherwise stated, conform to the shape as originally produced by the manufacturer.

All machines must be registered for road use in the UK, unless with prior written approval from the Promoter, and the appropriate documentation produced on request. All motorcycles must display the manufacturers' vehicle identification number on the frame body (chassis number), with the exception of spare frames.

2.2 Displacement Capacity

2.3 The displacement capacity must remain as originally produced for the F900R: 895cc. Modifying the bore and stroke is not allowed.**Power**

F900R machines must not be making more than **104 BHP** BHP DIN at the rear wheel when measured on a corrected dynamometer.

2.4 Machines will be subject to regular and random dynometer and ECU checks at any time while at a Championship event.Minimum Weight

At any time during a Championship event, the weight of the F900R (including the tank and its contents) must not be less than the minimum weight of **193** kg. **The Promoter and Organiser reserves the right implement a "success ballast" formula in the event of it being deemed necessary to balance the performance of Competitors to minimize any perceived advantage. Any such procedure will be communicated by Official Bulletin.**

The manufacturer declared wet weight is 211 kg for the F900R

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2.5 Noise Limit

All machines must comply with MCRCB Technical Regulations. At practice or test sessions organised from time at circuits, outside of the championship, then the relevant circuit operation rules at the particular venue concerning noise limits will apply

2.6 Engine

2.6.1 Fuel Injection System

All Components must be the standard unmodified BMW items as homologated for the production machine.

No modification of fuel pumps or pressure regulator is allowed.

Engine tick-over cannot be adjusted from standard setting.

2.6.2 Cylinder Head

No modifications are allowed.

The cylinder head gasket must be the standard item.

Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorised.

2.6.3 Camshaft

No modifications are allowed.

The timing of the camshaft must be as per the standard machine.

2.6.4 Cam Sprockets or Gears

No modifications are allowed.

2.6.5 Cylinders

No modifications are allowed.

2.6.6 Pistons

No modifications are allowed, including polishing and lightening.

2.6.7 Piston Rings

No modifications are allowed.

2.6.8 Piston Pins and Clips

No modifications are allowed.

2.6.9 Connecting Rods

Con-rods on the F900R must remain standard.

2.6.10 Crankshaft

No modifications are allowed, including polishing and lightening.

The flywheel must remain as originally produced by the manufacturer on the homologated machine.

2.6.11 Crankcase and all other Engine Cases (i.e. ignition case, clutch case, etc.)

No modifications to the crankcases are allowed, including painting, polishing and lightening.

Lateral (side) covers Must be standard.

2.6.12 Engine Case Secondary Covers

All lateral covers/engine cases containing oil must be protected by a second cover, which will be the control items manufactured by R&G and supplied by the nominated supplier (Fortis).

No damaged cases will be permitted unless approved by the Technical Director/Chief Technical Officer.

2.6.13 Repair and Maintenance - Replacement of engine components

Engine re-fresh may only be carried out by HM Racing or a BMW authorised dealer.

2.7 Transmission and Gearbox

Modifications to gearbox or selector mechanism are not allowed.

The engine sprocket must remain as standard, but the rear sprocket make and amount of teeth is free. **The manufacturer of the chain must remain standard BMW fitment, Part Number: 33.81.7.106.113.**

2.8 Clutch

The original clutch assembly may not be modified.

The friction and drive discs must be BMW standard fitment items only.

2.9 Oil Pumps and Oil Lines

No pump modifications are allowed.

Oil lines may not be modified or replaced.

2.10 Radiator, Cooling System and Oil Coolers

Protective meshes may be added in front of the water radiator and must be the control items manufactured by R&G from the nominated supplier (Fortis).

The radiator tubes to and from the engine may not be replaced, the system must be maintained with its original tanks. Radiator fan and wiring may not be disconnected or removed. Thermal switches, water temperature sensor and thermostat must be retained as standard inside the cooling system.

Radiator cap must remain as standard.

The only liquid engine coolants permitted other than lubricating oil shall be water. This is to avoid the use of oil-based substances which can be dangerous if spilt onto the circuit.

2.11 Air Box

The air box must remain as originally produced by the manufacturer on the homologated machine but the air box drains must be sealed.

The air filter element must be the BMW standard fitment item only and may not be modified.

All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge in the air box.

2.12 Fuel Supply

Fuel lines from the fuel tank to the delivery pipe assembly may be replaced and the fuel tank connector can also be replaced from plastic to metal.

Quick connectors or dry-break quick connectors may be used.

Fuel pressure regulator may not be modified or changed.

Fuel vent lines may be replaced.

Fuel filters may be added.

2.13 Exhaust System

The exhaust system must be changed and the replacement must be the control item from the nominated supplier (Fortis) manufactured by Arrow (Linkpipe – AR71729MI) (Headers – AR71730MI) (Silencer – AR71915PRI) Catalytic converters must be removed

Exhaust hanger manufactured by R&G and supplied by the nominated supplier (Fortis)

For safety reasons, the exposed edges of the exhaust's pipes outlet must be rounded to avoid any sharp edges.

No additional internal parts may be added to the exhaust system.

Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing/Oil containment tray for protection from heat.

2.14 Electrics and Electronics

2.14.1 Engine Control Unit (ECU)

The engine control unit (ECU) must be the BMW Standard Production ECU, as supplied on the homologated motorcycles.

All bikes will be supplied with a HM Quickshifter/ Blipper as part of the race kit supplied by Fortis.

This will be a BMW 900R Cup Blue edition and this is the only Quickshifter / Blipper to be used.

No aftermarket external fuelling devices are allowed of any kind.

No non-standard devices are allowed that can perform any other electronic management function including traction control, throttle response control, real-time fuelling control (such as with an *Auto Tune* module), and/or the management and switching between multiple ECU software maps and/or fuel mixture maps while the machine is in motion during a Championship event is specifically prohibited.

The Series Organiser reserves the right to unhindered access to any machine to verify and to reset or replace the ECU with a corresponding Standard Production BMW ECU at any time at a Championship event. MSV-R in association with BMW UK will be including tests of the electronic systems of the F900R including, but not limited to, ensuring adherence to standard rev-limits and also tampering with the ECU unit by way of re-flashing.

If replaced by the Promoter during a Championship Event, the replacement ECU will be on a like-for-like basis and the replaced ECU will not be returned to the competitor.

The ECU may not be relocated and competitors are advised to ensure there is easy access to the ECU for control checks to take place with the minimum of delay.

Spark plugs may be replaced.

Ignition coils may not be relocated.

2.14.2 Generator, Alternator, and Electric Starter

Generator, alternator, and their assembly must remain as originally produced by the manufacturer on the homologated machine. No modifications are allowed.

The electric starter must operate normally and always be able to start the engine during the event.

2.14.3 Additional Equipment

The addition of a device for infra-red (IR) transmission of a signal between the racing rider and his team, to be used exclusively for lap timing, is allowed. The addition of a GPS unit for lap timing/scoring purposes is allowed, **but not wired into the BMW Dash/ECU/Wiring Loom.**

Telemetry or any other means to remotely determine machine settings while it is in motion during a Championship event is not allowed. The use of data logging hardware including suspension travel measurement and multi channel data acquisition systems is not allowed.

2.14.4 Wiring Loom

Modification or replacement of the wiring loom is not allowed, except that the wiring loom and the key/ignition lock may be relocated and unused wiring loom elements supplying current to direction indicators, horn, lights, etc may be unplugged and/or disconnected and removed.

Cutting of the wiring loom is not allowed.

2.14.5 Battery

The battery may be replaced. If replaced, its nominal capacity must be equal to or higher than the homologated type. **The use of a Lithium battery is prohibited.**

2.15 Rolling Chassis, Frame, and Body

2.15.1 Frame Body and Rear Sub-frame

The frame body must remain as originally produced by the manufacturer for the homologated machine. The sides of the frame may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.

Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).

Nothing may be added by welding or removed by machining from the frame.

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

All structural fasteners and fittings must remain as standard, this includes (but is not limited to) engine mounting bolts, spindles, pivot bolts, brake caliper bolts and their respective nuts and washers unless replaced by a control item from the nominated suppliers (Fortis). Fasteners may be drilled for the purpose of the application of safety lockwire, but intentional weight saving modifications are not allowed.

Front sub-frame may not be changed or modified to that originally produced by the manufacturer for the homologated machine, unless with a control item from the nominated supplier (Fortis).

Rear sub frame must remain as originally produced by the manufacturer for the homologated machine.

Additional seat brackets may be added to the rear sub-frame, but none may be removed. Bolt-on accessories to the rear sub-frame may be removed. Non-stressed protruding brackets may be removed from the rear sub-frame.

The paint scheme of the frame body and sub-frames must remain as standard.

2.15.2 Front Forks

The front fork structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer for the homologated machine.

Standard original internal parts of the front forks must be replaced, as specified below:

After-market cartridge damper kits manufactured by K-Tech of the control specification must be installed in the front forks and supplied by the nominated supplier (Fortis). Front Suspension unit springs may be changed.

Minimum 0.8 - Maximum 1.1

Dust seals must be the original BMW items or the control K-Tech replacements.

Any quality and quantity of oil may be used in the front forks.

The height and position of the front fork in relation to the fork crowns is free.

The upper and lower front fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine including all bolts and hardware.

No aftermarket or prototype electronically controlled suspension parts may be used.

2.15.3 Steering Damper

Replacement Steering Damper manufactured by K-Tech to the control specification and supplied by the nominated supplier (Fortis) must be fitted and the specified attachments to the frame and steering assembly must be used.

The steering damper cannot act as a steering lock limiting device.

2.15.4 Rear Fork

Every part of the rear fork (swing arm) must remain as originally produced by the manufacturer for the homologated machine, including rear fork pivot bolt.

Rear axle adjusters must be the standard BMW items.

The Rear Swing arm may not have a composite protection guard fitted.

Rear wheel stand/paddock stand support brackets require a modification to the swingarm which may be performed by Fortis Racing. The hardware for the rear stand adaptors must be the control items manufactured by R&G and from the nominated supplier (Fortis). As the bikes are being released in road trim, Fortis will supply instructions for competitors to complete these steps of drilling and tapping their swing arms for stand bobbins or the option to drop the bike to them for the works to be completed.

2.15.5 Chain Guard

It is compulsory to fit a ‘shark fin’ chain guard made from rigid plastic, metal, or carbon fibre material, fitted and located in such a way to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel. This must be the control item manufactured by R&G and supplied by the nominated supplier (Fortis).

2.15.6 Rear Suspension Unit

Replacement rear suspension unit (shock absorber) manufactured by K-Tech to the control specification and supplied by the nominated supplier (Fortis) must be fitted and the original attachments to the frame and rear fork must be used.

Rear suspension unit spring may be changed.

Rear shock springs range Min 150 – Max 190.

No aftermarket or prototype electronically controlled suspension unit may be used.

2.15.7 Rear Ride Height Adjuster

Rear Pre-load adjuster may be used supplied by Fortis Racing only Part No: 270-955-002.

2.15.8 Wheels

Wheels must remain as originally produced by the manufacturer for the homologated machine. No replacement lighter wheels may be fitted

The cushion drive for the rear wheel must remain as originally produced for the homologated machine.

No modifications of the wheel axles or any fixing and mounting points for front brake caliper are authorised. Spacers may be modified or replaced with captive items, which will be control items supplied by the nominated supplier (Fortis). Modifications to the wheels to keep spacers in place are permitted.

Wheel balance weights may be discarded, changed or added to.

Any inner tube (if fitted) or inflation valves may be used.

2.15.9 Brakes

The following brake system components must be the standard BMW/Brembo items:

- Brake Calipers and mounting hardware
- Brake Discs
- Master Cylinders
- Fluid reservoirs

Front and rear hydraulic brake lines must be changed for the control items from the nominated supplier (Fortis). The ABS must be disabled, the pump must remain in place and be fitted with the blanking plugs supplied with the brake line kit.

The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

Dry-break connectors in the brake lines are not permitted.

Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick-change type.

Additional air scoops or ducts are not allowed.

Front brake adjuster may be used. Supplied by Fortis racing only Part No: LBMWF.R01AD

2.15.10 Handle Bars and Hand Controls

Handle bars may be replaced only with BMW option items, supplied by the nominated supplier (Fortis).

Handle bars and hand controls may be adjusted to suit rider but handlebars may not be inverted.

Throttle controls must be self-closing when not held by the hand.

Throttle assembly and associated cables may not be modified or replaced.

Clutch and brake lever must be the standard BMW items.

A front brake lever protector must be fitted and be the control item Manufactured by R&G and from the nominated supplier (Fortis).

Handle bar-mounted switches must be the BMW standard fitment items and may not be modified or removed. No additional switched controls are permitted apart from the control item for the rain light (see section 2.22).

Electric starter switch and engine stop switch must be located on the handle bars.

2.15.11 Foot Rest and Foot Controls

Foot rest and foot controls must be replaced by the control items from the nominated supplier (Fortis) and brackets must be mounted to the frame at the original mounting points. The original points of fixture (for the

footrest, foot-controls and on the shift shaft) must remain as original. Foot controls linkage may be replaced only by the control items from the nominated supplier (Fortis). The original mounting points must remain.

The OEM mounting plates which connect to engine and swinging arm for the footrests must be replaced with the control items from the nominated supplier (Fortis).

Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

The end of the foot rest must have at least an 8 mm solid spherical radius.

Rigid footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material, with a minimum radius 8 mm. The plug surface must be designed to reach the widest possible area.

No additional switched controls are permitted.

2.15.12 Fuel Tank

Fuel tank filler caps must be the standard BMW fitment.

Fuel tanks must be completely filled with a fire retardant, open-celled mesh material (i.e. Explosafe).

Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated machine.

Fuel tank valve may be changed from plastic to metal.

Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

2.15.13 Fairing and Body work

a) Fairing and body work must be replaced by the control items from the nominated supplier (Fortis) and be exact cosmetic duplicates of the original parts, with slight differences due the racing use (different pieces mix, attachment points, fairing bottom, etc). The use of carbon fibre or carbon composite materials is not allowed. All replacement panels must be painted and of presentable appearance.

b) Overall size and dimensions must be the same as the original part.

c) BMW Option windscreen may be fitted but must not obscure the front number. Only the approved BMW option parts may be used.

d) Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in (h). This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.

e) The original combination instrument/fairing brackets must be replaced with the control items from the nominated supplier (Fortis).

f) The instrument panel (Standard fitement BMW TFT Dash) must be mounted within the control protective case manufactured by R&G and from the nominated supplier (Fortis).

g) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres) the control oil containment belly pan from the nominated supplier (Fortis) must be fitted. **Bellypan must be black in colour.**

h) Front mudguards may be replaced with the control item from the nominated supplier (Fortis) and may be spaced upward for increased tyre clearance.

i) Rear mudguard fixed on the swing arm (if fitted) must be the standard BMW fitment item. It is permitted to modify the standard rear mudguard or remove it to provide improved tyre clearance.

j) The Promoter recognises the right of each Competitor to determine the look of their machine, but the overall appearance and a high level of presentation of the machine must be in keeping with the homologated machine and other road and racing machines manufactured by the Promoter. Competitors are to use best efforts to maintain their machines in this condition throughout the whole Championship and the Promoter reserves the right to request Competitors to comply with this sentiment.

2.15.14 Number Plate Colours

The background colours and figures (numbers) for the series are red background with white numbers.

The sizes for all the front numbers are:

- Minimum height: 160 mm
- Minimum width: 80 mm
- Minimum stroke: 25 mm
- Minimum separation: 15 mm

All numbers must be in a clear and legible font and a solid colour without additional ornamentation or decorative borders. In case of dispute in legality or legibility the decision of the MSVR CTO will be final.

The allocated number (& plate) for the rider must be affixed on the machine as follows:

- once on the front nose fairing, in the centre of the fairing so they can be clearly seen by marshals and the public;
- once on each side of the motorcycle so they can be clearly seen by marshals and the public. The side numbers must be affixed on the the bellypan as shown in Appendix A. .
- In case of dispute of the legality of numbers the decision of the MSVR CTO will be final

These side numbers must be the same size and spacing as the front numbers.

2.15.15 Series and Sponsorship Logos (Appendix A)

Each competing motorcycle to prominently display series and sponsor/technical partner logos as supplied and directed by the Promoter, this being:

ABK Beer 0% sticker to be displayed centrally on the front of the motorcycle

- An original part ‘BMW’ decal/roundel on each side of the fuel tank as standard on the homologated machine,
- A ‘Pirelli’ decal on each side of the front fender,
- A BMW F900R Cup decal placed centrally on the front of the motorcycle on or above the front number board.
- A BMW Motorsport sticker must be displayed in position on both sides of the belly pan.
- A small BMW logo must be displayed on the tip of the front mudguard.
- A R&G sticker must be displayed both sides of the Swingarm. Supplied by R&G

Each entrant undertakes to ensure that no competitive marketing materials to those of any series sponsor shall be displayed on machines or riders competing in the Championship at any time.

2.15.16 Seat

The appearance from both front rear and profile must conform to the homologated shape.

Seat and seat base may be replaced with BMW option parts BMW ‘High Seat’ or BMW ‘Low Seat’ from the nominated supplier (Fortis), otherwise the standard fitment BMW seat must be used.

The rear bodywork around the seat must be modified to a solo seat with the control items from the nominated supplier (Fortis).

The homologated seat locking system (with plates, pins, rubber pads etc.) must be replaced with the control items from the nominated supplier (Fortis).

2.15.17 Fasteners

Standard fairing/bodywork fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Fasteners may be drilled for safety wire, but intentional weights saving modifications are not allowed.

Fairing/bodywork fasteners may be changed to the quick disconnect type.

Aluminium fasteners may only be used in non-structural locations.

2.16 Fuel, Oil, and Coolants

2.16.1 Fuel

The official control fuel of the series will be as supplied by the official fuel provider at all rounds organised under the jurisdiction of MSVR, all engines must function on fuel supplied by the official provider. All fuel used in free practices, qualifying practices, warm-ups and races at each of these rounds must be the control fuel as supplied by the official fuel service provider.

2.16.2 Fuel Service Provider

The Promoter will appoint the official supplier of racing fuels and only the designated fuel may be used in official practices and races.

2.16.3 Oil and Lubricants

Al oil and lubricants must comply with the MCRCB Regulations.

2.16.4 Other Liquids

All other liquids/consumables must comply with the MCRCB Regulations.

2.17 Tyres

The official tyre supplier to the series will be Pirelli, via the tyre service provider Protyre.

All tyres used in the free practices, qualifying practices, warm-up and races at each of the nine rounds must be supplied by the official supplier and display a coded marking from the official supplier for that round, save for any untimed Free Practice (as declared in the official schedule) where the tyres can optionally carry a marking from a previous round, or in the case of the first round can carry no marking. The marking will show an identification number for each rider and it may have a different colour depending on whether it is applied to the front or rear tyre. The markings must be applied to the right (when sat on the motorcycle) sidewall of the tyre. Personnel nominated by the Race Director will check that all the motorcycles in the pit lane are fitted with tyres carrying the markings.

The use of motorcycles with unmarked tyres (e.g. without the official markings) will be immediately reported to the Race Director/Clerk of the Course who will take appropriate action.

In exceptional cases, should the marking be damaged or applied in the wrong way, up to 1 extra official marking may be provided at the sole discretion of the Tyre Control Official and applied.

The rider may use a maximum of four dry tyres for each event. For the avoidance of doubt, this means a rider is free to use this allocation either as two pairs of dry tyres, or one front and three rear dry tyres.

Riders that qualify for the LCQ Race are authorised to use one additional dry tyre.

Wet tyres may only be used after the race or practice has been declared ‘wet’ by the Race Director.

Any modification or treatment (cutting, grooving) is forbidden.

The use of tyre warmers is allowed.

After delivery of the tyres, the teams will be responsible for their safekeeping and use.

In case of a red flag, a used tyre found on machines either checked in pit lane or in the parc fermé, may be replaced when it has been damaged. The damage must be confirmed by the Official Supplier.

During practices or warm up new tyres may be supplied to a machine involved in a crash **or a puncture**, only if the request has been received when the machine is still in the parc fermé and the Official Supplier certifies that the tyre(s) is(are) damaged and unsafe.

2.17.1 Dry Tyres

The dry tyres available for use will be:

Front: 120/70ZR17 M/C 58W TL DIABLO SUPERCORSA SC1

Rear: 180/60/ZR17 M/C 75W TL DIABLO SUPERCORSA SC1

2.17.2 Wet Tyres

The wet tyres available for use will be:

Front: 120/70R17 NHS TL DIABLO RAIN SCR1

Rear: 190/60/R17 NHS TL DIABLO RAIN SCR1

2.17.3 Tyre Service Provider

Series competitors will be required to register their details with the tyre service provider prior to the start of the season

2.18 The following items MAY be altered or replaced

Any type of lubrication, brake or suspension fluid may be used.

Instrument bracket(s) and associated cables may be replaced with the control items from the nominated Supplier (Fortis).

Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.

All BMW F900R Crash Protection, engine covers, frame, crash bobbins, chain, footrests, etc. must be the control items manufactured by R&G and from the nominated supplier (Fortis).

2.19 The Following Items MAY BE Removed

Emission control items in or around the air box, exhaust, and engine (O2 sensors, air injection devices).

Chain guard.

Bolt on accessories on a rear sub frame.

2.20 The Following Items MUST BE Removed

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.

Rear-view mirrors.
Horn.
License plate bracket.
Toolkit.

Helmet hooks and luggage carrier hooks
Passenger foot rests.
Safety bars, centre and side stands must be removed (fixed brackets must remain).

2.21 The Following Items MUST BE Altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.

2.22 Rain Light

All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared “wet” by Race Control. **The rain light must be the control item from the nominated supplier (Fortis).**

Lights must comply with the following:
a) lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
b) mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
c) power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).
d) the switch must be accessible.

BMW MOTORRAD
F 900 R CUP

BMW MOTORRAD F 900 CUP LIVERY PLACEMENT GUIDE

MAKE LIFE A RIDE

PERMITTED AREA

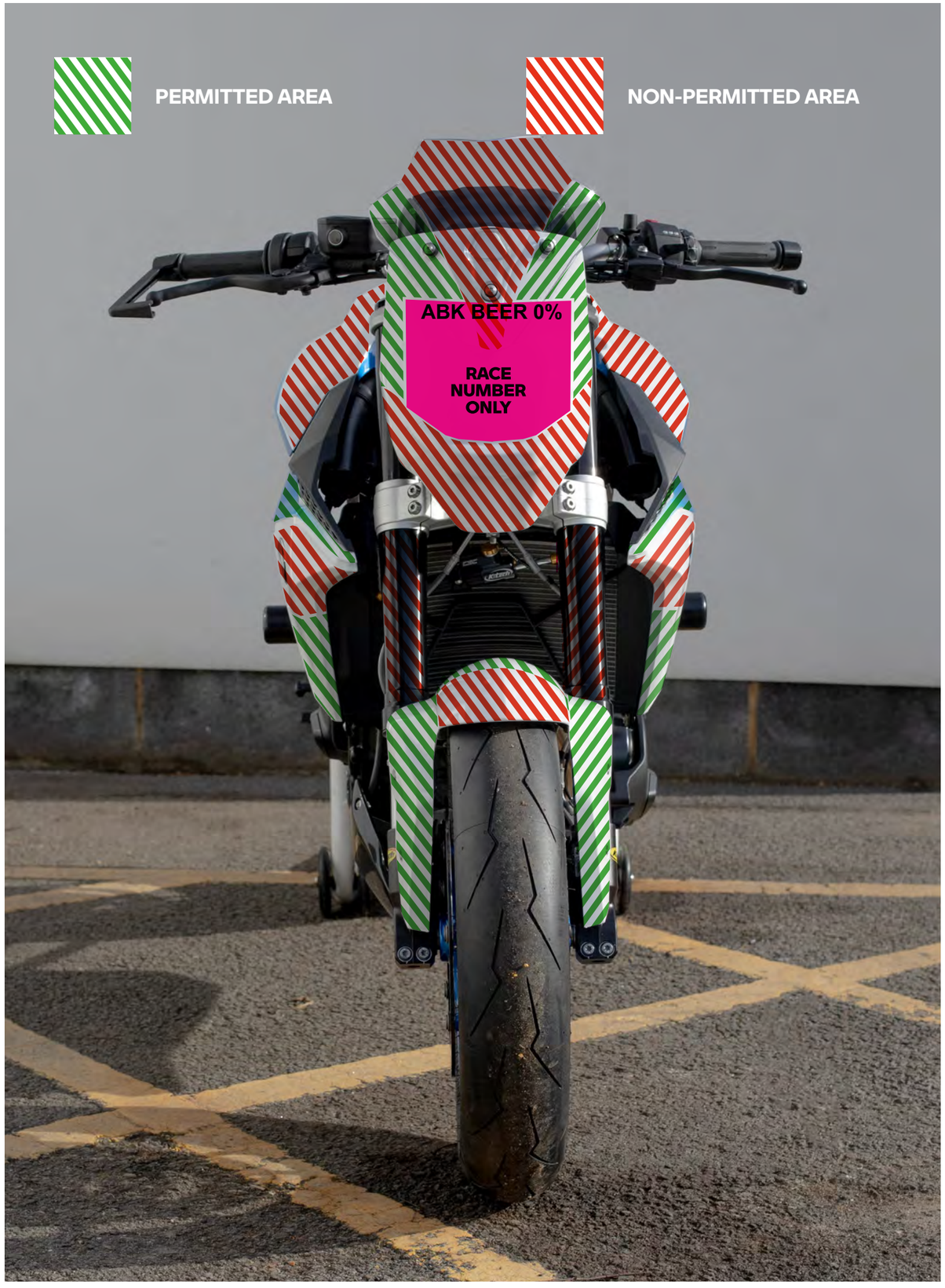
NON-PERMITTED AREA

RACE NUMBER PLACEMENT

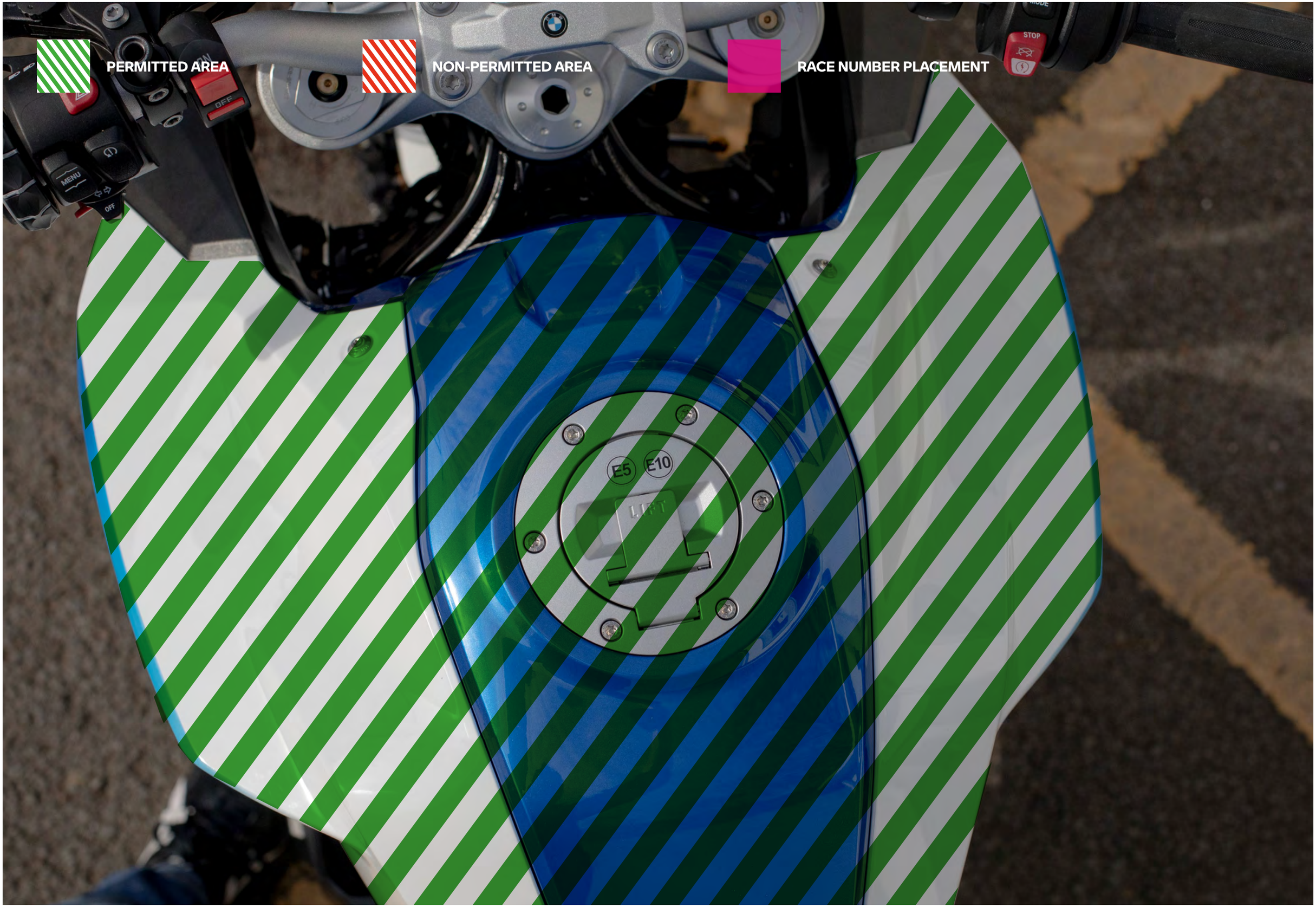
PERMITTED AREA

NON-PERMITTED AREA

RACE NUMBER PLACEMENT


PERMITTED AREA
NON-PERMITTED AREA
ABK BEER 0%
RACE
NUMBER
ONLY


RACE NUMBER PLACEMENT


PERMITTED AREA
NON-PERMITTED AREA
RACE NUMBER PLACEMENT
STOP
MENU
OFF
E5
E10
LIFT

PERMITTED AREA

NON-PERMITTED AREA

RACE NUMBER PLACEMENT