

Technical Declarations - BSB Class

Prior to the first free practice at Round 01, the following information must be declared in accordance with the class technical regulations. For practical purposes this activity will be commenced over the official test weekend at Donington Park (6/7 April). The BSB Technical Director, the Chief Technical Officer, together with MoTec staff for the gearbox ratio declarations will coordinate this.

Extracts from the relevant regulations:

1.5.3 Minimum weight All machines: 168 kg

The use of ballast is allowed to stay over the minimum weight limit. The use of ballast must be declared to the MCRCB Chief Technical Officer at the **technical** checks.

1.5.7.3 Camshaft (excludes Pathway)

a. For motorcycles with a bore of 79.5mm or greater.

i. Camshafts must be the originally fitted and homologated parts with no modification allowed.

a. BMW:

- **Inlet: 1 641 059 (Shift Cam)**
- **Exhaust: 7 924 100**

b. Ducati:

- **Inlet: 148.1.656.1A, 148.1.655.1A,**
- **Exhaust 148.1.620.1°, 148.1.618.1A**

c. Honda:

- **Inlet: 14110-MKR -D10, 14110-MKR -DH0**
- **Exhaust: 14210-MKR -D10, 14210-MKR -DH0**

b. For motorcycles with a bore of less than 79.5mm

- i. Only one camshaft design solution may be selected for the season.
- ii. **The chosen solution must be declared to MSVR technical control at the first event.**

1.5.7.12 Transmission / Gearbox (SBK)

- a. Only one (1) set of gearbox ratios will be allowed for the whole season. The ratios can be freely chosen.
- b. The ratios chosen by the team for the season (individually and separately for each and every entry) must be declared before the start of the first event (includes wildcard and one-event entries).

ANY ENQUIRIES OR CLARIFICATIONS SHOULD BE DIRECTED TO: bsbtechnical@msvracing.co.uk

