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2012 FIM SUPERBIKE WORLD CHAMPIONSHIP.

BMW Motorrad Motorsport Media Guide.



FOREWORD HENDRIK VON KUENHEIM, GENERAL DIRECTOR BMW MOTORRAD.

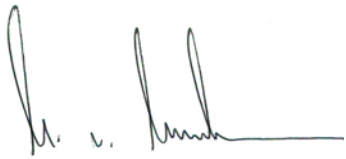
Dear media representatives and fellow motorcycle enthusiasts,

We take a lot of new momentum into the 2012 season. BMW Motorrad customers and the specialist press have received the new generation of the BMW S 1000 RR with just as much enthusiasm as its predecessor. The 2012 racing version of the bike has been further developed and optimised in many areas. The team is highly motivated and has worked feverishly over the winter to prepare for the new season. In Marco Melandri and Leon Haslam we have two young and hungry riders on board, whose success so far has established them among the very best in the Superbike World Championship. The total package is in place and we head into the new season full of optimism.

Our goal for this year is to close the gap to the teams at the very top and to challenge for the World Championship. The RR has rapidly become a real winner, not only on the market but also in the racing world. This is proven emphatically by the many successes and titles achieved in international and national championships. We are now keen to exhaust the full potential of the BMW S 1000 RR in the Superbike World Championship. A strong brand like BMW Motorrad wants to, and must, play a major role in the battle for the title.

I wish you an exciting 2012 season with BMW Motorrad Motorsport, and hope our Media Guide makes your work at the racetrack a little easier.

Yours sincerely,



Hendrik von Kuenheim,
General Director BMW Motorrad


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TO THE FORE.

The Superbike World Championship is finally underway again. Team BMW Motorrad Motorsport is contesting its fourth year in the series, which forms the pinnacle for production-based bikes. Changes have been afoot within the Bavarian team prior to the 2012 season, including a new generation of the BMW S 1000 RR, a new BMW Motorrad factory rider in Marco Melandri (ITA), and a new Head of Race Operations in Andrea Dosoli (ITA).

The team from Munich and Stephanskirchen is looking to continue its progress in 2012. Following its debut season in 2009, BMW Motorrad Motorsport celebrated its first pole position and podium finishes in 2010. In 2011 the team was regularly to be found challenging at the very front of the field. The team is now hungry to take the next big step forward in 2012.

"If you don't go forwards, you go backwards – that applies to all fields of life, but particularly racing," says Hendrik von Kuenheim, General Director BMW Motorrad. "That is why we never stop pushing forward. We have further optimised every area of our Superbike project. Since our debut we have improved continuously. But we still want more. Our goal is to close the gap to the top teams and challenge for the World Championship, and we are well equipped to achieve this in 2012."

The first production version of the BMW S 1000 RR was launched in 2009 and is one of the best-selling supersport bikes world wide. BMW Motorrad introduced a new generation of the superbike for 2012. In the course of modifying the production model of the bike, the motorsport department developed a new racing version of the RR, which was adapted in line with the modifications to the production bike and was also optimised in many racing-specific areas.

"Our new RR made a positive and very promising impression at the tests. The chassis geometry of our racing bike has been modified in accordance with the new geometry of the 2012 production bike," explains BMW Motorrad Motorsport Director Bernhard Gobmeier. "Modifications to the chassis also allowed us to improve the handling. We simplified the electronics, whilst at the same time implementing new functions. In bringing it in line with the production bike, we were also able to improve the aerodynamics. As the one-bike rule comes into force this season, we also made the bike easier to service. It goes without saying that we are constantly working on improving the engine and gearbox."


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YOUNG AND MOTIVATED RIDERS.

The rider line-up also features a change in 2012: Italy's Marco Melandri is the new team-mate of Leon Haslam (GBR). The 29-year-old won the 250cc World Championship in 2002 before enjoying many years of success in MotoGP. Melandri switched to the Superbike World Championship in 2011 and immediately made his mark, scoring his first victory on the second race weekend and ending his debut season in this championship as runner-up.

"The winter was very long, and I am keen to race again. We don't know yet what awaits us, but both I and the team are very, very motivated," Melandri confirms. "I will try to make BMW happy and I can't wait to be on the grid in Phillip Island. Racing is something completely different to the winter tests. I love the track and the place and am sure that I can exploit my potential one hundred percent in the races."

Haslam, who recently became a father for the first time, is in his second season for Team BMW Motorrad Motorsport. The 28-year-old Brit put his RR on the podium three times last year and was often in contention to win races. He also suffered setbacks and injuries, however. The new generation of his bike impressed him at the very first test. Haslam, who finished runner-up in the World Championship in 2010, spent the winter preparing with an intense fitness programme and cannot wait to get the season started. "I can hardly wait," he says. "The winter was long and I am keen to finally get riding again. I am really looking forward to racing with the new bike this season. Bring it on!"

In Melandri and Haslam, BMW Motorrad Motorsport lines up with two riders who, despite being relatively young, already have a wealth of experience and have proven their ability beyond any doubt. "Both possess a very good technical understanding and, as well as their pure riding ability, have remarkable fighting and staying qualities. They never give up and are dangerous to the very last minute in races. That is their great strength, which is a crucial factor, particularly in the Superbike World Championship," stresses Motorsport Director Gobmeier.


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WELL PRIMED FOR 2012.

A new face can also be found at the head of Team BMW Motorrad Motorsport. Italian Andrea Dosoli succeeds Rainer Bäumel, who left the team at the end of the 2011 season, as Head of Race Operations. Dosoli manages the team's outings at races and tests. The 39-year-old has many years of experience under his belt as a team manager in MotoGP and the Superbike World Championship. The rest of the team management structure remains unchanged: Stephan Fischer is Head of Development and Josef Hofmann, Managing Director of alpha Racing, is responsible for the site in Stephanskirchen, as well as logistics, personnel and finances.

"We are definitely well primed for the 2012 season," says Motorsport Director Gobmeier. "The technical basis of the RR has been optimised and we were able to carry these improvements over to the current version of the racing bike. Alongside Leon Haslam we have another absolutely top-class rider in Marco Melandri, who has proven his ability in both MotoGP and the Superbike World Championship. In Andrea Dosoli we have a new Head of Race Operations who brings with him a wealth of experience of team management. The new personnel and technical improvements mean we head into the new season in a very positive frame of mind."

As well as the factory team of BMW Motorrad Motorsport, the BMW Motorrad Italia GoldBet SBK Team is also competing in the Superbike World Championship with the RR. The Italian team is contesting its second season in the series in 2012, and receives technical support from Munich and Stephanskirchen. As well as technological and personnel resources, the factory team is also providing engines and electronics. The BMW Motorrad Italia GoldBet SBK Team's two RR bikes are ridden by Ayrton Badovini and Michel Fabrizio (both ITA) this year.

The BMW S 1000 RR can also be seen outside of the Superbike World Championship at racetracks around the world this year. Team BMW Motorrad France 99 has its sights set on the titles in the Endurance World Championship and the French Superbike Championship. In the Internationale Deutsche Motorrad-Meisterschaft (IDM – International German Motorbike Championship), in which BMW won the manufacturers competition in 2011, several BMW teams will once again put their faith in the potential of the Bavarian supersports bike. The same applies for the FIM Superstock 1000 Cup and many other national and international championships.

"We are looking forward to an exciting 2012 season and many successes for BMW Motorrad riders," says Hendrik von Kuenheim. "The record in recent years speaks for itself: our bike is a guarantee of success. Numerous victories and titles have already been celebrated around the world with the BMW S 1000 RR. That looks set to continue this year. Our fingers are crossed for all BMW riders and BMW teams!"



A STRONG TEAM.



SUPERBIKE WORLD CHAMPIONSHIP – TEAM OVERVIEW.

Who is who –
Team BMW Motorrad Motorsport 2012.

Team name:	BMW Motorrad Motorsport
Team partner:	alpha Racing
BMW Motorrad Motorsport Director:	Bernhard Gobmeier
Head of Race Operations:	Andrea Dosoli
Head of Development:	Stephan Fischer
Managing Director Stephanskirchen:	Josef Hofmann
Riders:	Marco Melandri, Leon Haslam
Race engineer for Marco Melandri:	Silvano Galbusera
Race engineer for Leon Haslam:	Giacomo Guidotti





FROM BAVARIA TO THE WORLD'S STAGE.

On-road and off-road: BMW riders do battle for victories and titles around the world. The heart of these global racing campaigns beats in the Bavarian capital of Munich. The headquarters of BMW Motorrad is the central point where all the racing commitments are coordinated. Experienced partner teams are responsible for the assembly and technical supervision of the bikes.

BMW Motorrad's motorsport commitment is spearheaded by the campaign in the Superbike World Championship. The official partner in this project is alpha Racing from Stephanskirchen, near Rosenheim. The proximity of the two sites in Munich and Stephanskirchen allow all the project departments to work hand in hand.

alpha Racing was formed by BMW Motorrad Motorsport and alpha Technik, a company specialising in homologation and technical accessories. alpha Technik was launched in 1992 by motorcycle experts Josef Meier and Josef Hofmann. In 1996 they lined up with their own Superbike team in the International German Motorbike Championship (IDM) for the first time. Since then, alpha Technik has won many national and international titles. At alpha Racing, this wealth of racing experience is bundled with the know-how of BMW Motorrad Motorsport.

The outings of the BMW Motorrad Motorsport works team in the Superbike World Championship are planned, prepared and coordinated at the two sites in Munich and Stephanskirchen. Motorsport management, software development and the PR and marketing department are housed in Munich. The team also uses the BMW Group's wind tunnel and test rigs in Munich. Chassis components, such as the frame and swing arm on the RR are put through their paces on the endurance test rigs, while the radiator and brakes have their own specific test rigs. When it comes to the engine, highly-dynamic processes when accelerating, control processes or gear changes are tested on extremely precise Formula One test rigs. The team also benefits from the know-how of the production development team at BMW Motorrad in the fields of thermodynamic and vehicle dynamic simulations.

In 2008, a Motorsport Competence Center was built at the headquarters of alpha Racing in Stephanskirchen. This is the home of the racing team itself, with about 50 members. The 17,000 square metre site is large enough for three modern operating halls and a large office and administration building.

Stephanskirchen is also the home of divisions such as design, testing, test rigs, assembly, procurement, motorbike assembly, and team logistics. The three operating halls with their modern bike workshops are set up almost entirely for the development, design and assembly of the BMW S 1000 RR. A conventional and a dynamic engine test rig, as well as a roller rig and a major assembly test rig are available for these purposes. While the software engineers are located in Munich, the drive train and chassis of the racing bike are completely developed in Stephanskirchen.




TEAM GARNIER
ALPHA RACING
SHOEI
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BUNDLED MOTORSPORT EXPERTISE.

The team in the Superbike World Championship is not the only one to be located in Stephanskirchen, however. alpha Racing also lines up in the FIM Superstock 1000 Cup with young Bavarian Markus Reiterberger, a real home-grown talent. His father works as an engine technician for alpha Racing. In 2011, aged 17 – the youngest rider in the series – he made his debut in the Superstock 1000 Cup. His goal for 2012 is to step up onto the podium.

The off-road department of BMW Motorrad – the rally team of Husqvarna, Speedbrain race management – has been located in the Motorsport Competence Center since 2009. As such, the entire BMW Motorrad racing team is housed under one roof, on-road and off-road know-how is bundled and synergies are formed and used.

The Speedbrain team was founded in 2006 and has already tasted success on the international stage with BMW Motorrad 450cc bikes, including in the Enduro World Championship. Meanwhile, the team is focussing on rallying. In 2011, Speedbrain oversaw BMW Motorrad's comeback at the Dakar Rally, claiming two stage victories with the BMW G 450 RR. BMW has now passed the purely off-road racing campaigns on to its subsidiary Husqvarna Motorcycles.

As a result, Speedbrain started the 2012 Dakar Rally as "Husqvarna Rally Team by Speedbrain" with five Husqvarna TE 449 RR bikes developed in Stephanskirchen. The crew picked up one stage victory and finished on the podium after six of the fourteen special stages.

Back to Munich: as well as the Superbike World Championship campaign, all other BMW Motorrad Motorsport commitments are also supervised from the headquarters. These include factory-supported projects, Customer Racing, and campaigns on the BMW S 1000 RR and other bikes from the Bavarian manufacturer. Team BMW Motorrad France 99 lines up successfully in the Endurance World Championship and the French Superbike Championship, with support from Munich. This team is just one of many BMW teams around the world picking up wins and titles in national and international championships.

Last year, BMW won the manufacturers competition in the Internationale Deutsche Motorrad Meisterschaft (IDM – International German Motorbike Championship). In the 2011 Belgian Superbike Championship, BMW Team Herpigny and rider Grégory Fastré defended its title with races to spare, having won all of the first ten rounds. Stunt rider Chris Pfeiffer thrills fans around the world with spectacular displays on his BMW F 800 R. In 2011 BMW Motorrad recognised the worldwide success of the BMW S 1000 RR and expanded its Customer Racing programme. The new specialist department "BMW Motorrad HP Race Support" was created especially for this purpose. Under the leadership of Berthold Hauser, this department supports BMW customers with sporting ambitions with their specialist concerns at the racetrack by means of both engineering support and performance parts, right up to complete racing engines.



EXPERIENCED AND PROFESSIONAL MANAGEMENT.

BERNHARD GOBMEIER – BMW MOTORRAD MOTORSPORT DIRECTOR.

Chartered engineer Bernhard Gobmeier has worked for BMW in various roles for over 20 years and was appointed BMW Motorrad Motorsport Director in October 2010. 2012 will be his second season in the Superbike World Championship. “I am really looking forward to it,” he says. “There are many reasons for me and the entire team to be very optimistic about the new season. We used the winter break to make a lot of modifications and improvements to the bike. At the same time, we have also strengthened the team and our riders’ line-up. We are well primed and full of confidence for the race weekends ahead.”

Gobmeier developed a passion for two wheels as an adolescent. The boy from Bavaria started restoring discarded motorcycles and mopeds at the age of just 13. “I used to ride them on dirt tracks back then. I got my first real bike when I was 17,” he recalls.

At that time, however, Gobmeier had no idea that he was destined to work in motorsport one day. As so often in life, coincidence actually determined his fate. Whilst studying Mechanical Engineering in Munich he got to know Jost Capito, who at the time was a well-known German Enduro rider. It was through this friendship that Gobmeier became interested in motorcycle racing.

And so it was that Gobmeier also headed into motorsport following his studies – even if it was initially with cars. In 1985 the young engineer started working for BMW on the first M3 projects – both the production and racing version. “The work on the most successful touring car in the world introduced me to professional motorsport,” he recalls. The next stop was North America, where Gobmeier initially worked for Porsche before switching to BMW. Here, he was responsible for restructuring the sale of BMW M vehicles and managed racing campaigns with the BMW M3 in the IMSA/ American Le Mans Series (ALMS) in 1994 and 1995. From 1996 to 1998 he worked in various managerial roles for BMW M GmbH.

In 2008 his career changed course and took him back onto two wheels: Gobmeier took on the leadership of Chassis Development at BMW Motorrad. This was “a logical and emotional step” for the man from Bavaria, as motorcycles had always been his hobby. A passion that Gobmeier also enjoyed indulging in during his limited free time – on private motorcycle tours “off and on-road”. When time allows, he also enjoys relaxing with many other hobbies, including mountain biking, skiing, mountain climbing, sailing, diving and travelling.


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BERNHARD GOBMEIER – FACT SHEET.

Date of birth:	22nd May 1959 in Eggenfelden (GER)
Place of residence:	Wasserburg am Inn (GER)
Nationality:	German
Marital status:	Married
Hobbies:	Motorcycling, racing, cycling, hiking, water sports
1979 – 1985	Studied Mechanical Engineering, Technical University of Munich
1985 – 1988	Engine engineer for the M3/M5 at BMW Motorsport
1989 – 1990	Development of the race engine for the M3 at BMW Motorsport
1990	Trainee programme at Porsche AG
1990 – 1993	Head of Engine Development, sales and projects in the “Porsche Engineering Services” office in Detroit, USA
1994 – 1995	M Brand Manager at BMW of North America, sales and racing with the M3 GT in IMSA/ALMS
1996 – 2008	Various managerial positions in BMW M development (project management/full vehicle)
2008 – 2010	Head of Chassis Development at BMW Motorrad
Since 2010	BMW Motorrad Motorsport Director


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BERNHARD GOBMEIER – INTERVIEW.

Mr. Gobmeier, how would you sum up your first season as BMW Motorrad Motorsport Director?
Bernhard Gobmeier: "The 2011 season was characterised by major changes, both organisational and on the technical side. We have definitely made massive improvements. However, the opposition was significantly stronger than in 2010. As such, our progress may not have been so noticeable in the form of podium finishes, but rather in the total number of points we scored. At the same time, we had a very good new driver on board in the form of Leon Haslam. He not only provided new input, but also produced impressive performances. That was another positive aspect of the 2011 season. Last year we also played a major role in structuring the new regulations and thus setting the course for 2012. Our team also really came together last year. The team improved massively and became a real unit."

Which areas have you optimised for 2012?
Gobmeier: "On the one hand we have made significant changes in technical areas. We improved the engine, gearbox, chassis, aerodynamics and electronics of our RR. These changes may not be revolutions, but they are consistent further developments of a good basis. Furthermore, we have bolstered our team with very experienced people from the fields of MotoGP and Superbikes. They are a valuable addition to the established staff we already had on board. And on top of that, we obviously also have our new rider Marco Melandri, of whom we expect great things."

What impressions did the 2012 racing version of the RR make during the tests?
Gobmeier: "The impressions were very positive. The bike reacted to everything just as you would expect. The range of settings is greater than on the 2011 bike. We are now able to adjust it in line with the individual circuits."

What are the strengths of the two riders, Marco Melandri and Leon Haslam?
Gobmeier: "We now have two riders who have both proven that they can compete at the very front of the field. Both have a very good technical understanding – between what they feel on the one hand and, on the other hand, what is implemented by the technology. As well as their pure riding ability, they are both unbelievable fighters and stayers. They are riders who never give up, but continue to give absolutely everything they have until the very last minute. And both are riders who keep fighting, particularly in the dying minutes. This is their greatest strength: their physical and mental fitness means they are dangerous right down to the final minute of the race."

How well do the two work together?
Gobmeier: "Marco and Leon have known each other for a very long time. The pair have a very good relationship and mutual respect for each other. Although your team-mate is always your fiercest rival and an important reference point in motorsport, the cooperation between the riders and the entire team is very harmonious."

The one-bike rule comes into force this season – what are the advantages and what are the possible disadvantages?
Gobmeier: "First and foremost, the smaller teams will have advantages. Having just one bike means lower material consumption,



which results in a reduction of both material and logistics costs. The disadvantage is that a rider can no longer simply pull into the pits and switch to the spare bike if something happens in practice, qualification or Superpole. In certain circumstances the rider will not be able to start the next Superpole session, despite having qualified. Or, within a session, he may be unable to launch another attempt to better his time. It is possible that riders who previously pushed themselves to the limit now show a little more caution."

How do you rate the competition in the 2012 Superbike World Championship?
Gobmeier: "A big competitor has dropped out in the form of Yamaha. However, we will be up against a reinvigorated Honda team that, with Rea and Aoyama as its two riders, is bound to step into the role played by Yamaha last year. Aprilia is always a safe bet with the two top riders Biaggi and Laverty. They are both always good for a podium. Ducati, with world champion Checa, is the benchmark. I don't see anything changing there. With regard competitiveness, I definitely believe this to be the best package. Kawasaki will also be stronger. This means the competition will certainly not be any easier in 2012, despite the absence of Yamaha."

What will be your personal highlight in the coming season?
Gobmeier: "The race, at which we celebrate our first win."


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ANDREA DOSOLI – HEAD OF RACE OPERATIONS.

Andrea Dosoli is an individual who attacks goals in a methodical manner, and relishes the excitement of new challenges. This is borne out by the Italian's unusual career. While studying mechanical engineering, he already had a passion for motorsport and competed in Italian motocross rounds between 1991 and 1994. At the same time – shortly after turning twenty – he and a friend founded a small team to contest Italian national circuit races, acting as team owner, team principal and technical director all rolled into one.

"In the beginning it was just a hobby, but step by step it became my profession," recalls Dosoli. 1998 saw the team co-operate with the 125cc World Championship team of Giorgio Semprucci, with the plan being for Italian rider Christian Manna to contest the 125cc European Championship. However, even before the season commenced one of Semprucci's World Championship riders withdrew – with Manna inheriting the empty seat. Thus, at the age of 25, began Dosoli's career in grand prix racing, for accompanied his young rider – not as team owner/principal, but as mechanic. "I did it because I wanted to move into the world championship, and this opportunity arose," he explains. The next season he was promoted to Semprucci's 250cc team, where he was also in charge of the engine development.

2001, he started working as technical director and race engineer for the Yamaha D'Antin team (250cc, 500cc and MotoGP World Championship). 2004 saw Dosoli join the Kawasaki MotoGP team as race engineer and ECU technician. "That was an extremely interesting period, for in this small but growing team I was closely involved in development. That is where I learnt how to build up a racing team," says Dosoli. When Kawasaki withdrew its works team from MotoGP at the end of 2008, Dosoli co-established its privateer successor Hayate, taking on a role as team manager. He was also crew chief for Marco Melandri, but after a season this adventure had to come to an end due to a lack of Japanese funding. Thus, in 2010, he entered Moto2 with his own team, Forward Racing. However, after many years in MotoGP he needed a bigger challenge, and so took over the role of team manager for Yamaha in the Superbike World Championship, where he again worked with Marco Melandri – as he will continue to do in 2012 with BMW Motorrad Motorsport.

"To date I have had a lot of luck in my career because I have been able to work in a variety of positions in different classes and with so many different bikes. I have also been fortunate enough to work on the development of a bike, which gave me an insight into the challenges faced by every member of the team, which is a great asset in my present position. My target is to win the championship, something I have not yet managed, but I aim to achieve this target as soon as possible," explains Dosoli.

Dosoli still rides motorcycles, but only motocross bikes. The Italian also enjoys being alone in a natural environment – particularly when practicing his other passion, windsurfing: "When I am alone on the sea and feel the waves I feel as though I am at one with nature. And if I am fortunate enough to encounter a dolphin, then I feel as though I am part of this world."


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ANDREA DOSOLI – FACT SHEET.

Date of birth:	1st April 1972
Place of residence:	Triuggio (ITA)/Stephanskirchen (GER)
Nationality:	Italian
Marital Status:	Single
Hobbies:	Enjoying nature, windsurfing, motocross
1991 – 1996	Studied Mechanical Engineering at Politecnico di Milano (ITA)
1994 – 1997	ART Team Italian and European 125cc/250cc Championship, Team Principal and Technical Director
1998	Semprucci Team 125cc World Championship, Mechanic
1999 – 2000	Semprucci Edo Team 250cc World Championship, Mechanic/Engine Technician
2001	Yamaha d'Antin Team 250cc World Championship, Technical Director / 500cc World Championship, Race Engineer
2002 – 2003	Yamaha d'Antin Team MotoGP World Championship, Race Engineer
2004 – 2008	Kawasaki MotoGP Project, Race Engineer/ECU Technician
2009	Hayate MotoGP Team, Team Management/Race Engineer
2010	Forward Racing, Moto2 World Championship Co-Owner/Team Management
2011	Yamaha WSBK Team, Team Management


BOMBOOGIE
Castrol

ANDREA DOSOLI – INTERVIEW.

What do you consider to be the most appealing aspect of your role as Head of Race Operations for BMW Motorrad Motorsport?
Andrea Dosoli: "This project is currently the most exciting and interesting project in the motorcycle motorsport environment because I can see that we have the potential to win, to become a winning team. We have a big company behind us, have the chance to work with experienced and incredibly talented riders, and are growing into a very strong team. To be part of this project is something I am really proud of, and the reason I decided to join BMW Motorrad Motorsport. I believe that together, step-by-step, we can achieve the results we deserve.

Representing a company like BMW is a big motivation for everyone, but also brings with it big responsibility for everyone. I would like everybody in the team to be aware of this responsibility. If that happens, the results will come automatically. It is nice to wear a shirt with the BMW logo – but when you wear it, you represent the company worldwide. So in all areas you have huge responsibility. Everyone must be aware of this responsibility, and only then can we do all the work required to be successful. To be part of the leadership of this big project is something I am extremely proud of."

What have been your impressions of the team so far?
Dosoli: "My impression is that we have a lot of potential in many areas, but the glue required to bind all these areas is lacking. So I would like to do my part to put all this potential together, and to use this potential. I know it is not an easy job, but step-by-step, if we keep the motivation high, we can succeed. To achieve strong results in motorsport, all the areas have to be strong. It has to be a coherent overall package. If just one area within a team is weak, you won't achieve results. So we need to grow as a team, as a group, and use our potential to try to improve any weak areas."

How would you describe your main duties?
Dosoli: "I want to be that glue between all the areas by concentrating and working on the improvement of our team, day by day. It could be that there is an issue at the race-track, where we are facing a problem. Then, everyone has to help to try to fix this. We can achieve results if everything and everybody works well together, and every member of the team looks beyond his own responsibilities. I aim to be the glue which keeps all the areas together and to keep everybody motivated."

How much potential does the BMW S 1000 RR have?
Dosoli: "I can see that we have not yet exploited the full potential of the bike. We know that our competitors are very strong, and a few of them have proven winning machinery. Our first target is to fully use the potential of the bike to reduce the gap to our competitors, step by step. I believe that we could compete for the podium right from the first race, and then we would like to improve the bike's performance to give our talented riders a tool that allows them to fight for first place."

Marco Melandri and Leon Haslam – how do you rate them?
Dosoli: "I believe both riders have chosen this team and its ambitious challenge because both wish to be a proud part of it.


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ANDREA DOSOLI – INTERVIEW.

What I expect from both is that they work hard, always give 100 per cent, and are motivated every time they take to the track. I have no doubts about their talent. We need their input to develop a winning package together. To win races requires a combination of factors. So now we need to put these factors together, to improve together, to grow together. I expect our riders to be part of this project, to contribute together and grow together."

How would you describe yourself in three words?
Dosoli: "Honest, serious and motivated."

What would be your three wishes for the 2012 season if you were granted them?
Dosoli: "The first wish would be that every night every one of us goes to bed proud of his day's work and knowing that he has given his all. I wish for everybody to be proud of being involved with this project. Then I would like to give BMW and the riders the first win of this project. And my third wish would be that this is just the first step towards even more ambitious projects in future. I would like to build a strong team, one able to achieve these important targets."

A STRONG DUO.



MARCO MELANDRI – BIKE NUMBER 33.

For as long as he can remember Marco Melandri has loved motorcycles. “As soon as I was born I thought of motorbikes,” he jokes. This love provided the basis for a career: via a father figure, the former grand prix rider Loris Reggiani, Melandri made his way into motorsport. “He had a small team, which raced in the Italian Championship. When I was 12 years old he let me try one of his motorbikes. When I was 13 he bought me my own bike. That is when I started racing, in the 125cc class,” the 29-year-old Italian recalls.

In 1997 the Italian made his debut in the 125cc World Championship. In his first season, he won in Assen, thus becoming one of the youngest riders ever to win a grand prix. In 2002, aged 20, Melandri became the youngest rider in history to win the 250cc world title.

Thereafter the Ravenna-born rider moved up to MotoGP. However, in the first race of his 2003 debut season he broke a leg and was forced to sit out most of the year. Undeterred, the following season saw him establish himself as a top rider, scoring victories and podiums. In 2005 he finished the championship in second place overall. The tide turned in 2008, bringing with it challenging times. After a frustrating year he switched to another manufacturer, who exited the sport before the season had even begun. Melandri committed himself to its privateer successor, finishing second in France that year despite underwhelming equipment. This team was forced to withdraw after that season, so Melandri once again switched teams for 2010.

Again Melandri refused to be beaten, giving his career 100 per cent and drawing positives from his experiences: “Actually you learn so much more when things are pretty difficult. When everything is working well, it all looks so easy, which means you don’t learn much.”

2011 saw Melandri start a new chapter in his career, switching from MotoGP to the Superbike World Championship. This proved to be absolutely the right move: the Italian triumphed from the start, scoring four wins, taking eleven further podiums and a pole position, and posting three fastest laps to finish runner-up in the championship in his maiden season. Even before the season finale his move to BMW Motorrad Motorsport for 2012 was confirmed. Two days after the last race of 2011 he rode a BMW S 1000 RR for the first time.

For many years Melandri has raced with the number 33 on his bike. He has a ready explanation: “If you turn the number through 90 degrees then you can see my initials ‘MM’.” In 2005, he met partner Manuela, who is a constant at his side. “To have her with me is a real benefit. She helps me in a positive way and really gives me a boost,” he explains. His life is equally fast-paced away from the track. The Italian loves all forms of motorsport, and regularly rides motocross with his Husqvarna TC 250. He also enjoys cycling.


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MARCO MELANDRI – FACT SHEET.

Date of birth:	7th August 1982
Place of birth:	Ravenna (ITA)
Place of residence:	Ravenna (ITA)
Marital status:	Engaged to Manuela Raffaetà
Height:	1.66 m
Weight:	60 kg
Hobbies:	Motorsports, cycling, music
Passion:	Motorcycles
Favourite circuit:	The one where I score my first victory with BMW
First bike:	Malaguti Grizzly 50cc
First race:	1989, Cattolica (ITA), Mini bikes
Career highlights:	2002 250cc World Champion 2005 2nd place MotoGP World Championship 2011 2nd place Superbike World Championship
Superbike World Championship record:	26 races, 15 podiums, 4 wins, 7 second and 4 third places, 1 pole position, 3 fastest laps
Website:	www.marcomelandri.it


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MARCO MELANDRI – INTERVIEW.

How long did it take you to feel comfortable at BMW Motorrad Motorsport?
Marco Melandri: "It certainly takes some time to get to know each other, but from my side we have actually got off to a very good start. I find the atmosphere in the factory very positive, and everybody has tried to work even harder, as I have too. We know it will be a big challenge and that we need to keep up with the other guys. But we will do that. I am very happy to be here."

What were your first impressions of the team?
Melandri: "That it was very big! That was a bit unusual for me at first. But now we all are working together, and trying to use the full potential of all the resources and people available to us."

What are your thoughts on the bike, the BMW S 1000 RR?
Melandri: "I am happy with it. Before I tested it for the first time, some people made me very scared because I had some bad experiences with another bike in 2008. When I jumped on the bike for the first time I discovered some difficult areas, but I was also pleasantly surprised by many of its positives. During the test with the 2011 bike I saw that it is a 'normal' bike without any pitfalls. We just need to take the pieces and put them together in the best way to produce the optimal package. Of course it was a lot of work over the winter, and we will see how long it will take us to get this optimal package. But I am happy with the bike and how I feel, so I am very confident. I think confidence is the only thing a rider needs to be fast."

How well do you get on with Leon Haslam?
Melandri: "We get on very well. I have known him since I lived fairly close to him in England. I think it is good for the team for us to be team-mates, as it means we can push each other. This is good for results. We do have different riding styles, but we have agreed on what changes to make to the bike so that we can work in the same direction in order to move the team forward."

What do you think of the one-bike rule?
Melandri: "As far as I am concerned it is always better to have two bikes, because I always raced with two bikes. If you had a small problem with one bike during qualifying, you had the chance to continue on the second. That was also especially good for the sponsors. So for me this is not very positive, but it is the same for everyone. So now we need to prepare just one bike for the race. I am sure it will work out ok."

What are your personal strengths – and weaknesses?
Melandri: "I always try to improve myself in those areas where I have weaknesses. That is not always easy. One of my strengths is I am always stronger in races than I am during testing and practice. I don't know why. I'm a racer. I love racing, and as soon as a race starts I always try to give it a bit more than in practice."

How do you relax away from the track?
Melandri: "Actually I love sport. So I try to train as often as possible, but not necessarily every day. Otherwise I stay at home, watch TV, or go out riding off-road bikes. For me it is difficult to do nothing. The only problem is finding the time."


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MARCO MELANDRI – INTERVIEW.

What is your target for the 2012 season?
Melandri: “To have fun. When I am fast I score good results – and I always enjoy doing that. That is why that is my target. I would like to have some good fights, score good results and feel good on the bike. Then it will be a lot of fun – and the good results will also come.”


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LEON HASLAM – BIKE NUMBER 91.

Leon Haslam first experienced the fascination of motorcycle racing while still in the cradle. Little wonder, for his father is a living legend: multiple world motorcycle champion Ron "Rocket" Haslam. From the age of six weeks Leon became a regular at circuits, thereafter travelling the world with his father. Thus "Pocket Rocket", as Haslam Junior came to be known, started his own career early – in 1991, at the age of eight, in fact.

Haslam began in motocross. He raced under the number 19, but one day, when this was not available to him, he simply reversed the digits. "I won my first big race with the number 91, so have kept this number ever since," he recalls. In 1995 and 1996 he was crowned British Junior Motocross Champion; in 1998 and 1999 he contested the 125cc British Championship.

The international stage beckoned in 2000, with Haslam making his debut in the 125cc World Championship; a year later he moved to the 500cc category – as the youngest rider ever to race in this class. A season in the 250cc class followed in 2002, but a lack of competitive equipment meant headline results stayed out of reach. Thus in 2003 Haslam switched to the British Supersport Championship, contesting three rounds of the World Superbike Championship. His first full season in the premier class for production-based motorcycles followed a year later. He then returned home for three years, racing in British Superbikes. Since 2009 he has been a regular in the Superbike World Championship. His most successful season so far came in 2010, when he finished runner-up.

2012 sees Haslam enter his second season as a works rider for Team BMW Motorrad Motorsport. His target: "For me it is always about winning. That is what I am employed for, to win races and championships. Last year was tough, but we learned a lot. And this year, we will make use of what we have learned to take the steps required to achieve our goal – to win."

Like his father before him, Leon Haslam loves being accompanied to races by his family. Father Ron is his mentor; wife Olivia and mother Ann are also regulars. Over the winter his family grew by one: in December 2011 his daughter Ava May was born. It goes without saying that she will also travel to the racetracks of the world. "We travel around the world as a family anyway. For me it is always good to have those closest to me around me. I am sure Ava May will be at every race," confirms Haslam.


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LEON HASLAM – FACT SHEET.

Date of birth:	31st May 1983
Place of birth:	Smalley (GBR)
Place of residence:	Smalley (GBR)
Marital status:	Married to Olivia, daughter Ava May
Height:	1.73 m
Weight:	67 kg
Hobbies:	Golf, wakeboarding, mountain biking, trial riding
Passion:	Family, racing
Favourite circuits:	Phillip Island, Assen, Silverstone
First bike:	Honda QR 50
First race:	1987, Argentina, 50cc class
Career highlights:	2007/2008 2nd place British Superbike Championship 2010 2nd place Superbike World Championship
Superbike World Championship record:	112 race starts, 23 podiums, 3 wins, 10 second and 10 third places, 1 pole position, 3 fastest laps
Website:	www.leonhaslam.com


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LEON HASLAM – INTERVIEW.

Leon, how have you prepared for this season during the winter?
Leon Haslam: "I undertook a ten-week training programme. Quite a few of us trained together every day, a few road race guys, some motocross guys, boxers and footballers. It was very good competition, and really good fun. On top of that we did a lot of trialling and enduro riding. I just tried to get the winter passed a little bit quicker, have fun and train as well. It was good."

In which areas would you like to improve your personal performance this season?
Haslam: "It's all about keeping the focus to succeed with BMW and the team. This year I am definitely the fittest I have ever been. Every year I set myself targets where I want to be, winning wise and fitness wise. And obviously year-by-year the targets get higher and harder to reach. I am already on target on fitness wise. My targets in racing are always to win and to be world champion. That is something you never stop fighting for."

As a rider, which are the most important changes made to the new BMW S 1000 RR?
Haslam: "The development work always makes progress, but I think the main thing next season is that the whole team will make the biggest difference to getting the most out of the RR. We have a new structure and, having working out what we needed to do last season, the team has worked really hard over the winter. We are all on the same page and focused on the next season, and I think that will be the biggest factor. On the technical side, the biggest factor is that we worked on the engine characteristics to make the bike more stable and easier to ride. I know we have a lot of things throughout the season to look forward to in this area as well. This is going to be the most exciting thing for me."

How well do you get on with your new team-mate Marco Melandri?
Haslam: "Really well. He lived in Derby, two miles away from me, for several years and we used to train together quite a lot when he lived in England. Marco finished second in the world in MotoGP and now he is second in the world in his first year in the Superbike World Championship. To have Marco in the team is going to be a big factor. I think we can help each other to improve the RR. On top of that he is a quick rider, which is fantastic because the first thing you aim to do is beat your team-mate. If you are beating a fast team-mate then you can win races, which is what we all aim to do."

This year you only have one bike at your disposal – do you need to ride more carefully as a result, as a spare bike will no longer be available at short notice?
Haslam: "I don't think about it too much. I am not a rider who crashes a lot in any event. So for me it is going to be a benefit. The guys who are a little bit more 'aerial' could lose out on a few sessions. Last year, even though we had a few issues and I pushed a little bit over the top sometimes, I did not have too many crashes, so I don't think it is too much of a problem."

Will you change your set-up approach due to having to work on only one bike?
Haslam: "You can obviously try more things when you have two bikes. Now we have to be even more organised and have an even stricter working plan for the race weekends. But with BMW we have a full test team, so when the bike is good from the start we don't


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have to try too much at the races themselves and can just concentrate on going fast."

In December your wife Olivia gave birth to your first daughter. How are you finding life as a father?
Haslam: "It's good! I always wanted the family thing, and it's just fantastic. It is one more person I want to win and succeed for, which will give me extra motivation in my racing and my career. The first few weeks were pretty tough as I had to be in the gym every morning at six o'clock. But then Ollie and I sorted out the taking care of her at night. My trainer also had a little girl, just one week after us, so we were preoccupied by the same things."

Which headline would you most like to read about yourself and BMW Motorrad Motorsport at the end of the 2012 season?
Haslam: "The perfect one would read: 'Leon Haslam World Champion, with Marco Melandri second' – that would be fantastic for me, for the championship and for BMW."



ITALIAN BMW NATIONAL TEAM.



BMW MOTORRAD ITALIA GOLDBET SBK TEAM.

The works-supported BMW Motorrad Italia GoldBet SBK Team will contest its second Superbike World Championship season in 2012, with the team entering a brace of BMW S 1000 RRs for Italian riders Ayrton Badovini and Michel Fabrizio. Andrea Buzzoni, Director of BMW Motorrad Italia and manager of the Superbike project, will lead the team, together with Sporting Director Serafino Foti and Technical Director Gerardo "Dino" Acocella. The factory BMW Motorrad Motorsport team will provide engines and electronics for the RR; in addition the two teams co-operate closely and exchange ideas on a day-to-day basis.

The team, which is based in San Donato Milanese, arrived on the international scene in 2010 when it made a more than respectable debut in the FIM Superstock 1000 Cup, with the RR giving a good account of itself in the hands of Ayrton Badovini, who immediately made the series his own. The Italian won nine of the ten rounds, the majority of them emphatically. By August, with three races to go, he and BMW Motorrad Italia had already clinched the title. After their successful first international season a move into the Superbike World Championship was a logical step.

In its debut year in the top category for production-based bikes, BMW Motorrad Italia signed up double world champion James Toseland (GBR) as team-mate to Badovini. However, the Briton missed the majority of races following a fall during testing in March 2011, in which he suffered serious wrist injuries. Toseland eventually returned briefly in the late summer before hanging up his helmet for good in September. BMW Motorrad Italia appointed Lorenzo Lanzi (ITA), Javier Fores (ESP) and Barry Veneman (NED) as substitutes for Toseland.

Badovini assumed the role of team leader, assuring a successful debut season for his squad. His best result was fourth place in his home race in Misano, with the Italian scoring a total of four top-six finishes and regularly finishing in the top ten. Badovini finished tenth overall in the 2011 classification, having scored 165 points.

The 2012 season brings with it major changes: GoldBet, an Austrian betting provider, becomes title sponsor and will contribute substantially to the appearance of the team. In addition, BMW Motorrad Italia GoldBet SBK Team has contracted Ayrton Badovini's compatriot Michel Fabrizio as team-mate to the Italian. The 27-year-old has raced in the Superbike World Championship since 2006, scoring four wins, a further 29 podium places and one pole position. "Michel is an extremely talented rider, and I am sure our technical and personal support will enable him to show his full potential. With Michel and Ayrton it will be a good all-Italian team of riders and engineers combined with the extraordinary BMW technology," says Buzzoni.

BMW Motorrad Italia will also contest the FIM Superstock 1000 Cup. Lorenzo Zanetti (ITA) and Sylvain Barrier (FRA) ended the 2011 series in third and fourth place respectively. Barrier will again contest the Superstock 1000 Cup for BMW Motorrad Italia, with Lorenzo Baroni (ITA) as team-mate.


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MICHEL FABRIZIO – BIKE NUMBER 84.

At just 27, Michel Fabrizio is viewed as one of the 'Young Guns', yet the Italian rider has been competing internationally for ten years. The father of two previously contested the FIM Superstock 1000 Cup, and has ridden in the Supersport and Superbike World Championships. As such, he is enormously experienced.

Fabrizio contested his first race at the age of six. He began his international career in 2002 in the 125cc class of the World Motorcycle Championship. The next year, he moved to the FIM Superstock 1000 Cup, securing the title in his debut season. 2004 saw Fabrizio contest MotoGP, but a lack of competitive equipment disguised his talent, forcing a move to the Supersport World Championship for the next season.

2006 saw him promoted to the Superbike World Championship. Thereafter Fabrizio committed himself to the series by riding for various teams and manufacturers, although he made occasional forays into MotoGP. The Italian's most successful season to date was 2009, when he scored three wins and a further 15 podiums to end the season third overall. Back then he worked with various figures who today make up part of the BMW Motorrad Italia GoldBet SBK Team.

"I am very pleased to sign this contract and I hope to repay the trust that the team has shown in me," says Fabrizio. "I am happy to be working again with people that were part of my team for three years. This will provide a stable environment that will help me do well. I am very motivated and ready to play my part next season because I know that the project is ambitious and the team is good."

Fabrizio thrills his fans with his exuberant riding style, so much so that they nicknamed him 'The Wizard'. His bike number 84 refers to his year of birth, while his French first name pays homage to the 80s football player Michel Platini, who was his father's idol.

Fact sheet.

Date of birth:	17th September 1984 in Frascati (ITA)
Place of residence:	Rome (ITA)
Marital status:	Married, two children
Height:	1.70 m
Weight:	63 kg
Hobbies:	Motorcycling
Career highlights:	2003 title FIM Superstock 1000 Cup, 2009 third overall Superbike World Championship
Website:	www.michelfabrizio.com


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AYRTON BADOVINI – BIKE NUMBER 86.

Ayrton Badovini waited a long time for his dream breakthrough – but since signing for BMW Motorrad Italia in 2010 his career has shown a steep upward trajectory. In 2012 the Italian and the team based in San Donato Milanese will contest their third season together. Badovini made his international debut in the 2003 FIM Superstock 1000 Cup. However, those early years proved difficult for the Italian.

Uncompetitive machinery led to a lack of results, and it was only in 2006 that Badovini scored his first pole position and victory in the series. For 2008 he moved up to the Superbike World Championship, although that season again proved disappointing. 2009 saw him contest selected events in the World Championship and Superstock 1000 Cup – but at the end of that year came the career-changing call: BMW Motorrad Italia took the Italian under contract for 2010.

It proved to be the start of a successful partnership. In 2010 Badovini and BMW Motorrad Italia dominated the Superstock 1000 Cup with an impressive run of victories. The Italian raced from triumph to triumph, securing the title three races ahead of time. His haul was nine victories from ten races – only in the finale in Magny-Cours was Badovini beaten into second; then only narrowly. After this successful season he moved into the Superbike World Championship with BMW Motorrad Italia.

And so the Italian achieved his personal objective for 2010: a return to the top category, but this time with competitive equipment. In the 26 rounds making up the 2011 Superbike World Championship he scored 19 top-ten and four top-six finishes. His best result was fourth at home in Misano, and the overall classification showed Badovini to be among the world's top ten Superbike riders.

This upward trajectory looks set to continue in 2012: Badovini immediately felt comfortable upon the new BMW S 1000 RR. "It was love at first sight. The new bike is easy to ride, and I like it very much," he says of the new generation race bike. His target for 2012? "We aim to harvest the fruits of our hard work to date." In other words: I want to be on the podium in the Superbike World Championship.

Fact sheet.

Date of birth:	31st May 1986 in Biella (ITA)
Place of residence:	Castel Bolognese (ITA)
Marital status:	Engaged
Height:	1.67 m
Weight:	63 kg
Hobbies:	Sport, photography, fishing
Career highlights:	2010 title FIM Superstock 1000 Cup
Website:	www.ayrtonbadovini.it



THE BMW S 1000 RR: BORN FOR RACING.

A BAVARIAN SUCCESS STORY.

BMW Motorrad successfully entered the Supersports sector with the BMW S 1000 RR in 2009. The production version made its much-anticipated debut in November of the same year, and rapidly became the dominant bike in the Superbike sector. In some markets, BMW Motorrad immediately achieved a 30 per cent share of the sector and the RR is now one of the top-selling Supersports bikes in the world. The bike is primed for racing, but also provides the familiar comfort, modern features and excellent price/performance ratio – exactly what BMW Motorrad customers have come to value.

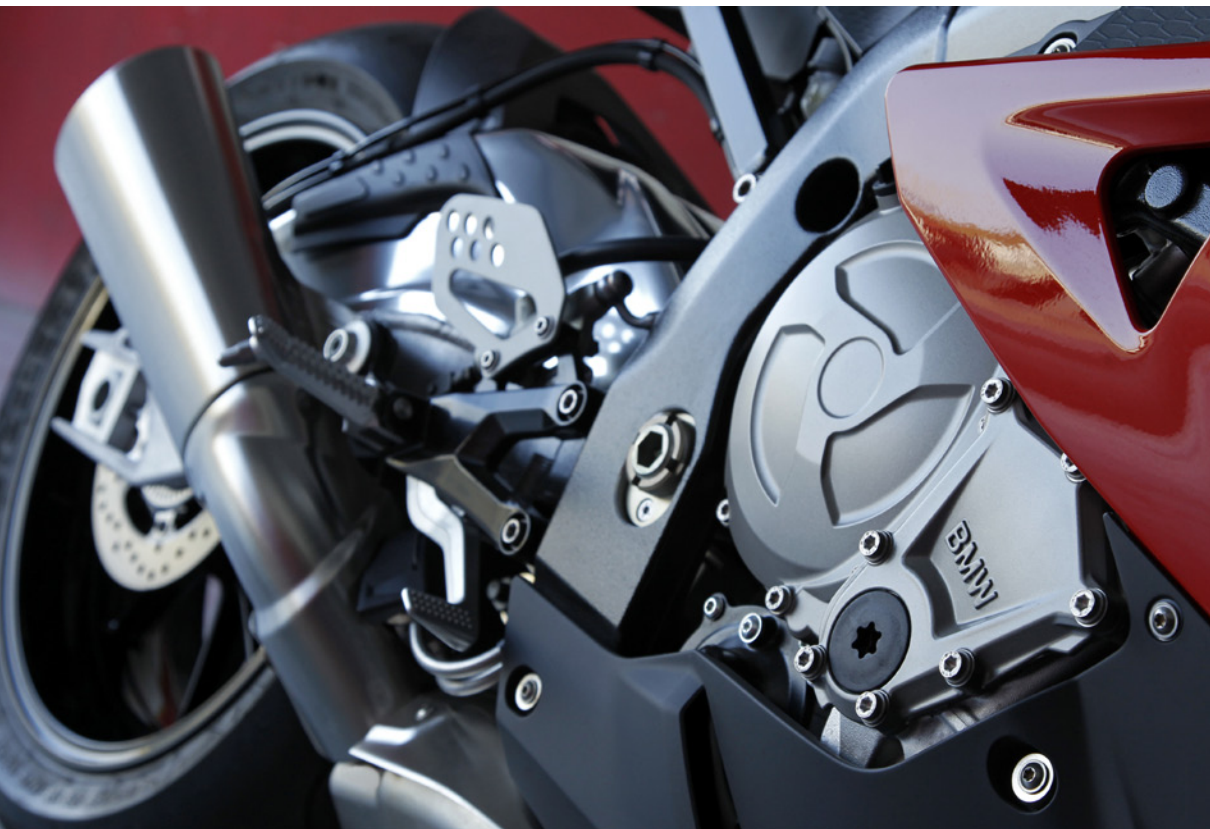
For BMW Motorrad it was a logical step to demonstrate the potential of the RR on the racetrack, and to go head to head with its direct rivals in this sector. It was for this reason that the BMW Motorrad board decided to enter the Superbike World Championship, the premium class of production-based motorsport.

The motorsport department began developing the first racing version of the BMW S 1000 RR in 2007, and the bike has been optimised continuously ever since. The 2009 debut season in the Superbike World Championship served as a learning and development year, with the first pole position and podium finishes coming in 2010. At the same time, customer teams in other national and international series around the world were also putting their faith in the potential of the BMW S 1000 RR. They proved emphatically that the RR is a real winner. In 2010 and 2011, BMW riders won titles in numerous national championships. Equally impressive was Team BMW Motorrad France 99, which claimed the first victory with the RR in a world championship race in the 2011 Endurance World Championship and led a world championship for the first time with the RR.

The motorsport department and production development work hand in hand. This is what makes the RR a real Supersports bike for the roads. The powerful drive train generating 193 hp, outstanding chassis, race ABS, handling and traction control, light weight and dynamic design are evidence of the production bike's racing genes. The know-how acquired on the racetrack is integrated in the further development of the production RR, and knowledge is transferred in both directions. That was also the case when developing the new generation of the BMW S 1000 RR, which has been out on the world's roads and racetracks since January 2012.

In October 2011 the Bavarian manufacturer presented the new 2012 model of the BMW S 1000 RR, which has been modified in many areas. Media and customers were once again immediately impressed. At the same time, the motorsport department also further developed the racing version of the bike for the 2012 season, improving it in many areas and bringing it in line with the new production RR.


RR


BMW

2012 MODEL – THE ULTIMATE IN DYNAMICS AND SPORTINESS.

The new production version of the BMW S 1000 RR possesses the tried-and-trusted 193-hp, in-line four-cylinder engine. However, the design, engine set-up and particularly the chassis take the bike a step forward. The modifications made to the 2012 model mean everything is in place to continue the success story of the RR. "Our main goal is to give the driver a better ride in every situation, whether on the road, racetrack, or even in the rain," says Josef Mächler, Product Manager for the RR and himself a former racer. In order to meet the various demands of the target markets, RR customers and racing riders were also incorporated in the development process.

The rideability of the RR has been improved significantly. "The output and torque curves are now far more harmonious," Mächler explains. "The throttle response and throttle control have also been optimised. This all results in better feedback."

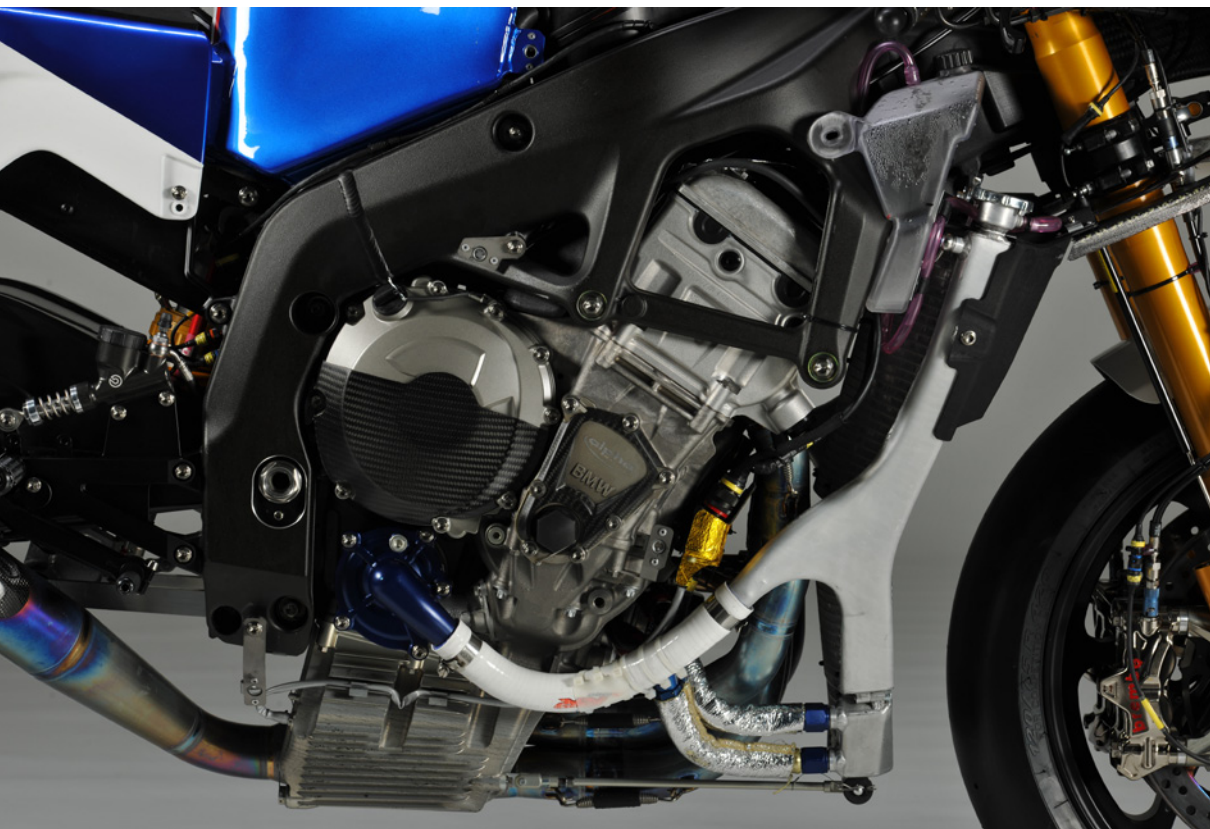
The exhaust system has been reworked and is now even more uncompromisingly designed for sportiness. The modes in the engine characteristics "Rain", "Sport", "Race" and "Slick" have been further refined, in order to give the rider a better feel for the bike, particularly when riding at the limit.

The chassis also features many innovative ideas. The suspension and main frame have been redesigned, and significant modifications have been made to the swing arm and fork, making the chassis more manageable and stable. The angle of the headset has been reduced by 0.1 degrees, while the wheel base is now 9.3 millimetres shorter. This results in a new bike geometry, which significantly improves the feedback to the rider. Smoothness and precise handling have always been among the great strengths of the BMW S 1000 RR – even at the limit. Other improvements include a reworked headset bearing, modified suspension strut and configurable steering damper.

"The modified cockpit has innovative functions like 'Best Lap in Progress'. This displays whether the current section time for a lap of the racetrack is faster than the previous best," says Mächler. "There is also a 'Speed Warning', which can be activated to warn the rider when he exceeds a certain speed. On top of that come new extras like two-level handle heating, an HP Titan exhaust system that is 5.8 kg lighter than the standard system, and the HP Data Logger with GPS – the first in the Supersport sector."

The RR also has a new look. The rear of the bike is far slimmer. Discreet modifications have been made to the asymmetric side fairings and the airbox cover has been given lateral grills. The two winglets on the upper fairings are a new identifying feature. The striking RR logo has also been slightly modified.


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BMW

THE 2012 RACE BIKE – OPTIMISED IN MANY AREAS.

BMW Motorrad Motorsport has had a new race version of the BMW S 1000 RR homologated for the 2012 season of the Superbike World Championship. In accordance with the series regulations, this new race bike has been adapted in line with the production version of the RR, which was launched in the autumn of 2011. Many areas of the bike have also been further developed and improved, based on the experience gained from the Superbike World Championship.

It is possible to recognise at first sight that the latest racing version of the RR boasts a number of new features. The fairings have been changed in keeping with the production model and, as far as possible within the regulations, have been further improved. For example, the rear of the bike is shorter and the rear subframe has been adapted to suit the new shape of the fairings. The front of the RR is now a little steeper in order to optimise aerodynamics and rider ergonomics. “The fairings now also have a fork separation. This optimisation stems from tests in the wind tunnel and improves the racing aerodynamic coefficient,” explains Head of Development at BMW Motorrad Motorsport, Stephan Fischer.

The chassis and frame geometry has been brought in line with the new frame and new geometry of the 2012 production bike. For example, the angle of the steering shaft has been changed in accordance with the modifications to the production model. “In doing this, we also slightly adjusted the position of the engine in the bike, within the tolerances, in order to get the weight balance of the bike right,” Fischer explains. BMW Motorrad Motorsport has also incorporated new components into the chassis, which are aimed at improving the bike’s handling.

The 220-hp four-stroke, in-line four-cylinder engine on the race bike is constantly being further developed by BMW Motorrad Motorsport. The FIM regulations allow certain racing-specific modifications to the production engine. In the case of the current specification, the interior of the power train has been modified. “The further development of the engine is a continuous process. We have now redesigned the combustion chamber and thus improved the combustion,” Fischer reports. Generally speaking, the modifications to the engine have optimised the torque curve and thus the rideability. The throttle valves in the RR, which are identical to those used on the production bike, are controlled by the Ride-by-Wire system (RBW), which, along with engine management, is also the subject of continuous further develops.

The RSM5 control unit is a system developed by BMW Motorrad Motorsport itself and controls all the electronics on the bike, including engine functions such as ignition, injection, speed recording and processing, RBW throttle valve system, and drive dynamics functions, such as launch control and traction control. Moreover, the control unit features a powerful integrated data logger which can record all internal values of the control unit as well as external data transmitted via CAN bus. Over the winter, the team has made extensive modifications to the electronics. On the one hand it has been simplified, whilst on the other hand additional functions have been implemented. As such, the data processing at the track and the rideability of the bike have both been optimised.


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TRIED-AND-TESTED MEETS CUTTING EDGE.

The 2012 race version of the RR is equipped with a new, more efficient radiator. The modified geometry of the radiator has been adapted to suit the new fairings and also ensures a greater thermal efficiency. The bike now also has a permanent oil cooler. The long exhaust system, which the team employed in the second half of the 2011 season, proved its worth and, having been modified slightly in accordance with the new engine specification, has been incorporated into the new bike.

The ergonomics of the race bike have been brought more in line with the riders' requirements. For example, the shape of the tank and seat position have been changed slightly, where permitted by the regulations. The silhouette and appearance of the tank correspond to the production version of the RR. The shape has been made rounder in the riders' stomach region, allowing the riders to sit more comfortably whilst also offering sufficient support whilst braking. A slightly narrower knee area ensures an improved knee dent. This makes it easier for the riders to change position whilst changing direction, and also improves the aerodynamics.

The TRS-P 25 front fork has been optimised by Öhlins. The production swing arm on the RR has proven to be an optimal basis and is initially also used on the racing version of the bike. In the course of the continuous further development, the team will work on adapting the swing arm to meet the specific requirements of the Superbike World Championship.

The new one-bike rule means that the riders do not have a spare bike. In order to be able to react faster in the garage, BMW Motorrad Motorsport has made the bike easier to service. "We have also made it possible, within the framework of the new homologation regulations, to install a starter on the bike," explains Head of Development Fischer. "According to the guidelines in the regulations, the bike must return to the garage under its own steam if it has stopped. In this case, it can either be pushed or restarted using a starter." The team will decide whether or not a starter is to be used, depending on the conditions at the racetrack.


BMW
HAYDEN

BMW S 1000 RR – TECHNICAL DATA.

Capacity:	999cc, four-stroke, in-line, four-cylinder, water-cooled
Gearbox:	6-speed
Output:	220 hp at over 14,000 rpm
Bore x stroke:	80 x 49.7 mm
Compression ratio:	14.5 : 1
Fuel system:	Injection system Dellorto 48 mm
Tank volume:	23.5 l
Lubrication:	Wet sump
Dry weight:	165 kg
Wheelbase:	1,440 mm
Length:	2,056 mm
Width:	532 mm
Front wheel suspension:	Öhlins upside-down telescopic fork
Rear wheel suspension:	Öhlins
Front brake:	Twin disc, 320 mm, Brembo, 4-piston callipers
Rear brake:	Single disc, 220 mm, Brembo, 2-piston callipers
Wheels:	Front 16.5" x 3.5", rear 16" x 6.25"
Tyres:	Pirelli

THE PREMIER LEAGUE FOR PRODUCTION-BASED BIKES.



SPORTING AND TECHNICAL REGULATIONS.

The Superbike World Championship has been thrilling fans around the world since 1988. Spectators are treated to exciting races and pure action. The race weekend format, with multiple qualifying sessions and two races, ensures excitement right from the first minute. At the same time, the world championship also lives up to its reputation as the premier league for production-based motorsport. For example, the relationship between the bikes and their production siblings remains at the forefront of the series, while the performance of the various different models and concepts represented is levelled out.

One-bike rule.
This is the most important rule change for the 2012 season: only one bike may be used per rider during the race weekend. Each team may have one spare chassis, but the engine, tank and fuel system, airbox, ECU and exhaust system must not yet be assembled. In addition, the spare chassis may only be brought to the garage if this is approved by the Technical Director of the FIM. Previously, each rider had two bikes that were both ready to ride. This meant it was possible to try out different set-ups and that the spare bike was quickly available should a rider crash. The one-bike rule now means that the riders must treat the material available with greater care and avoid too risky manoeuvres. This new rule has been introduced to reduce the costs of material, tools, transport and personnel.

Grid positions.
The grid positions for the two races are determined in multiple qualifying sessions. 45-minute qualification sessions are scheduled for Friday and Saturday. The 16 fastest riders from these two qualification sessions then take part in the Superpole on Saturday afternoon. The positions of the remaining riders at the back of the grid are determined by their results from qualifying. There are generally four grid positions per row.

As of the 2012 season, there are now two formats for the Superpole itself – depending on whether the track is dry or wet. The race director decides how the Superpole will be classified at least ten minutes before it starts. A “dry” Superpole will be held in three individual sections. The twelve fastest riders from Superpole 1 progress to Superpole 2. The top eight from this session qualify for Superpole 3, in which they do battle for the positions on the front two rows of the grid. The four fastest riders from Superpole 3 start from the front row, while the second row consists of those riders who finished fifth to eighth. The riders who ended Superpole 2 as the ninth to twelfth fastest start from row three. The fourth row is made up of those riders who finished 13th to 16th in Superpole 1.

Should a Superpole be declared as “wet”, it is reduced to just two individual sections, each of which lasts 20 minutes. As in dry conditions, the 16 fastest riders from qualifying take part in Superpole 1. However, only the top eight progress to Superpole 2, in which the pole position and front two rows of the grid are decided.

Should riders clock the same time in the Superpole, the times recorded in qualifying are decisive.





THRILLING RACE WEEKENDS.

Dry and wet races.
Sudden rain during a race can result in dangerous situations. A change to the regulations for 2012 takes this case into consideration. Flag-to-flag races are a thing of the past. The race director is now able to suspend a race classed as “dry” if he feels that the track conditions have changed to such a degree that the riders would wish to switch to wet tyres. The restart is automatically a “wet race”.

A race started in unsettled or wet conditions is classed as a “wet race”. Here, changes in weather conditions do not result in the race being suspended. Riders wishing to change their tyres or set-up must pull into the box during the race in order to do so.

Red flag.
In the case of a red flag, all riders who were still in the race at the time of the interruption are allowed to take part in the restart – provided they are ready to do so.

Points structure.
The Superbike World Championship provides for two champions at the end of the season: top rider and top manufacturer. In the latter championship the best-placed bike of a given manufacturer scores points. World championship points are awarded according to the following table:

Points structure.

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

Race weekend timetable.

Friday	11:45 – 12:30	Free practice
	15:30 – 16:15	Qualifying
Saturday	09:45 – 10:30	Qualifying
	12:30 – 13:15	Free practice
	15:00 – 15:14	Superpole 1
	15:21 – 15:33	Superpole 2
	15:40 – 15:50	Superpole 3
or		
	15:00 – 15:20	Wet Superpole 1
	15:30 – 15:50	Wet Superpole 2
Sunday	09:20 – 09:35	Warm-up
	12:00	Race 1
	15:30	Race 2

Race distance varies between 90 and 110 kilometres, according to the circuit.


BMW Motorrad
Motorsport
TEAM
3asyRide.com
ETAS
Triel
alpha



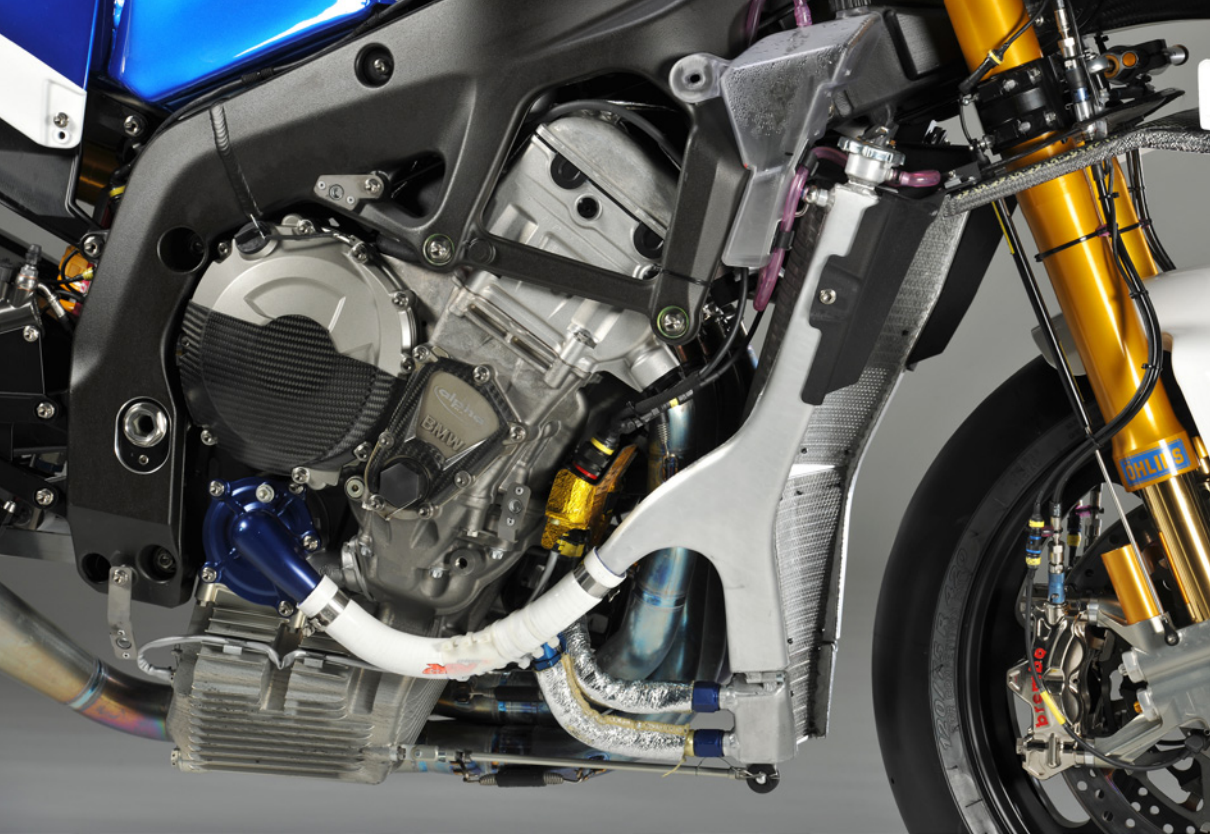
PRODUCTION-BASED AND EQUAL OPPORTUNITY.

Homologation.
Strict homologation procedures ensure that the bikes starting in the world championship are closely related to their production counterparts. A bike is only homologated for the world championship if large numbers are currently being produced as a production version, it is approved internationally for use on public roads, and it can be purchased in free trade. To qualify for homologation, pre-defined minimum numbers of the production bikes must be produced within certain periods. These numbers vary depending on whether a manufacturer is homologating a bike for the first time or is re-homologating a bike that has already been approved for the world championship. A re-homologation is required if at least two of a list of certain components have been changed. These include, for example, the crankcase, cylinder and cylinder head, crankshaft, airbox or main dimension, weight and technology of the frame. However, the governing body, the FIM, can also approve certain changes without requiring a re-homologation.

Bike concepts.
Production-based, four-stroke bikes with four, three or two cylinders are permitted to line up in the Superbike World Championship. The capacity for three and four-cylinder bikes is restricted to 1,000cc, while bikes with two-cylinder engines have a capacity limit of 1,200cc. Bikes with three or four cylinders must weigh at least 165 kilograms. The minimum weight for two cylinders is initially 171 kilograms. With this engine concept, the power trains must also have an airflow restrictor, the diameter of which must be 50 millimetres at the start of the season.

The minimum weight of the two-cylinder bike can be revised during the season by the Superbike Commission if the previous race results indicate that it is no longer possible to guarantee equal opportunity for the different engine concepts. A complex formula is used to determine the average race results of the individual engine concepts so far. If the two-cylinder bikes are at a clear disadvantage, their minimum weight can be reduced in three-kilometre steps down to 165 kilograms. Should the two-cylinder bikes have clearly superior results, their minimum weight can be increased to 174 kilograms. Should the “Balance of Performance” still not be guaranteed, the diameter of the airflow restrictor can be altered in two-millimetre steps.

Tyres.
Since 2003 Pirelli has been the sole designated tyre supplier for the Superbike World Championship. For the practice sessions, a maximum of 13 rear and nine front tyres may be used per rider, per event. This total includes dry, intermediate and wet weather tyres. From the 2012 season onwards, however, the riders who qualified for Superpole will now have an additional front tyre at their disposal. During the race, the number of tyres is not limited.




BMW Motorrad
Motorsport
ETAS
2D

FROM THE ROAD TO THE RACETRACK.

Engine.
The engine housing of the racing bike must be identical to the production version, with no modifications permitted to the shape of the oil sump. The fuel pumps and transmissions must also be identical to those used in production. An electronic throttle valve control, known as a "Ride-by-Wire" system can be added or modified. However, it must not influence the functionality of the safety system. Variable equipment in the intake system must already have been installed when the bike is homologated. The cylinder heads may be modified slightly after the homologation, while compression ratios, pistons and connecting rods are unrestricted.

Chassis.
Here too, the proximity to the production model is key. The racing bike must use the same frame as the production version. The shape of the fairings, windscreen and seat must be retained. The appearance and position of the tank must correspond to the homologation. However, the shape of the tank can be modified slightly beneath the top line of the frame and under the seat, in order to allow the rider to assume a more comfortable position. Fuel tank capacity is capped at 24 litres, with forks and dampers being free. Use of titanium in the frame, front forks, steering mechanism, swing arms and axles is expressly forbidden. Nuts and screws, though, may contain titanium alloys. Electronically controlled suspension components are banned, unless they have already been installed in the production motorcycle. The use of carbon-fibre brake discs is not allowed.

Tests.
An absolute ban on testing is in place for all manufacturers and teams in the Superbike World Championship from 1st December to 15th January of the following year. Outside of this period, testing can be carried out at any time. After the start of the season, test sessions on circuits listed on the race calendar are forbidden. There are, though, some exceptions: Private tests are permitted at listed circuits until six days before the start of the event, provided all riders are permitted to attend. Testing is permitted at listed circuits after their scheduled race meetings. In addition, teams may nominate a home circuit at which testing is permitted except for the six days before a scheduled race meeting.

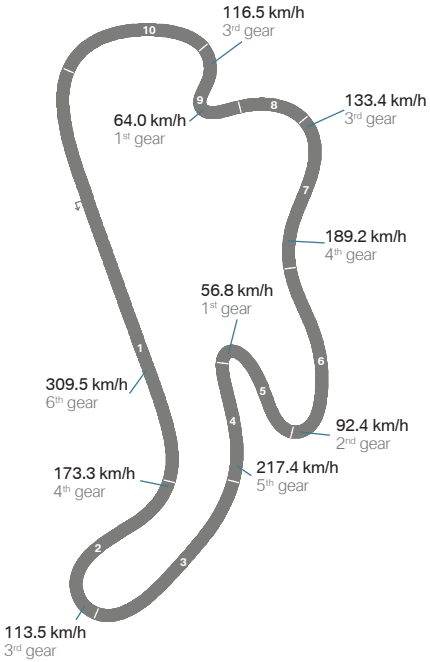
Unsportsmanlike behaviour.
The fans love the thrilling action they witness at Superbike races. But still the riders are obliged to ride in a responsible manner both on the track and in the pit lane. Actions that put other competitors at risk are forbidden. Violations of this code can be punished with various penalties. These include financial penalties, relegation on the grid or the forfeiting of positions in the race, ride-through penalties, time penalties, disqualification or the docking of world championship points. In the worst case, the riders even face the threat of a suspension.

THRILLING ACTION AROUND THE GLOBE.



2012 RACE CALENDER.

	Date	Circuit	Venue
	26th Feb 2012	Phillip Island Circuit	Phillip Island (AUS)
	01st Apr 2012	Autodromo Enzo e Dino Ferrari	Imola (ITA)
	22nd Apr 2012	TT Circuit Assen	Assen (NED)
	06th May 2012	Autodromo Nazionale di Monza	Monza (ITA)
	13th May 2012	Donington Park Circuit	Donington (GBR)
	28th May 2012	Miller Motorsports Park	Salt Lake City (USA)
	10th Jun 2012	Marco Simoncelli Circuit	Misano (ITA)
	01st Jul 2012	Motorland Aragón	Alcañiz (ESP)
	22nd Jul 2012	Automotodrom Brno	Brno (CZE)
	05th Aug 2012	Silverstone Circuit	Silverstone (GBR)
	26th Aug 2012	Moscow Raceway	Volokolamsk (RUS)
	09th Sep 2012	Nürburgring	Nürburg (GER)
	23rd Sep 2012	Autódromo Internacional do Algarve	Portimão (POR)
	07th Oct 2012	Circuit de Nevers	Magny-Cours (FRA)


116.5 km/h
3rd gear
64.0 km/h
1st gear
133.4 km/h
3rd gear
189.2 km/h
4th gear
56.8 km/h
1st gear
309.5 km/h
6th gear
92.4 km/h
2nd gear
173.3 km/h
4th gear
217.4 km/h
5th gear
113.5 km/h
3rd gear
10
9
8
7
6
5
4
3
2
1


MELBOURNE
MELBOURNE
AUS
20
19

26TH FEBRUARY 2012, PHILLIP ISLAND CIRCUIT, AUSTRALIA.

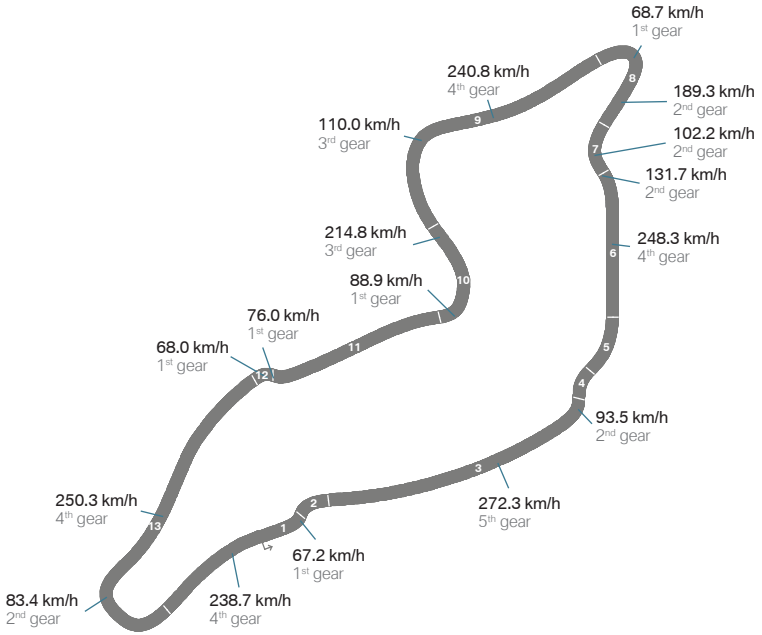
The new season starts down under: Australia's "Phillip Island Circuit" is once again the venue for the curtain-raiser to the Superbike World Championship in 2012. The track is located on the island of the same name in the state of Victoria, about 120 kilometres south-east of Melbourne. Phillip Island is linked to the mainland via a 640-metre long bridge. The racetrack was opened in 1956 and has since been modified on numerous occasions. One of the circuit's features is its location, right on the coast – offering spectacular sea views. With the exception of 1993, the Superbike World Championship has visited the "Phillip Island Circuit" every year since 1990. BMW Motorrad works rider Leon Haslam celebrated his first pole position and maiden victory in the Superbike World Championship there in 2010, and also claimed his first podium finish with BMW in 2011. His team-mate Marco Melandri picked up his first podium finish in this series in 2011. The rider with the most Phillip Island wins to his name in the Superbike World Championship is Troy Corser: seven.

Circuit characteristics.
Phillip Island is a flowing racetrack with big changes in elevation and fascinating combinations of corners. Gusts of wind of varying strengths blow in from the nearby sea. A key point on the circuit for those looking for a fast lap time is the final corner, which is taken in fourth gear. Here, it is important to take as much speed as possible into the "Gardner Straight". At the same time, however, the riders cannot go hell for leather, as they must avoid wheelies or wheelspins. "Doohan Corner" is another crucial bend. Only those who find the perfect racing line here will avoid losing time in the subsequent "Southern Loop". Thereafter they head downhill along the Bass Strait towards "Honda", the first and most important hairpin bend on the circuit.

Rider's view.
Leon Haslam: "Phillip Island is one of my favourite tracks. It is really fast and flowing, and on every bike I have ever ridden I have always finished on the podium there. So it is a race track that I am really looking forward to. It is a real natural circuit and has not too many hairpins or stop-and-start-sections. That is what I really like about the track."

Circuit information.

Length:	4.445 km
Turns:	12
Start/finish straight:	835 m
Superbike World Championship debut:	1990
Most successful riders:	Troy Corser (7 wins) Troy Bayliss (6) Anthony Gobert (5)


68.7 km/h
1st gear
240.8 km/h
4th gear
189.3 km/h
2nd gear
110.0 km/h
3rd gear
102.2 km/h
2nd gear
131.7 km/h
2nd gear
214.8 km/h
3rd gear
248.3 km/h
4th gear
88.9 km/h
1st gear
76.0 km/h
1st gear
68.0 km/h
1st gear
93.5 km/h
2nd gear
250.3 km/h
4th gear
272.3 km/h
5th gear
67.2 km/h
1st gear
83.4 km/h
2nd gear
238.7 km/h
4th gear
1
2
3
4
5
6
7
8
9
10
11
12
13


91
EasyRide.com
RR
alpha racing
s1000rr.com

01ST APRIL 2012, AUTODROMO ENZO E DINO FERRARI, ITALY.

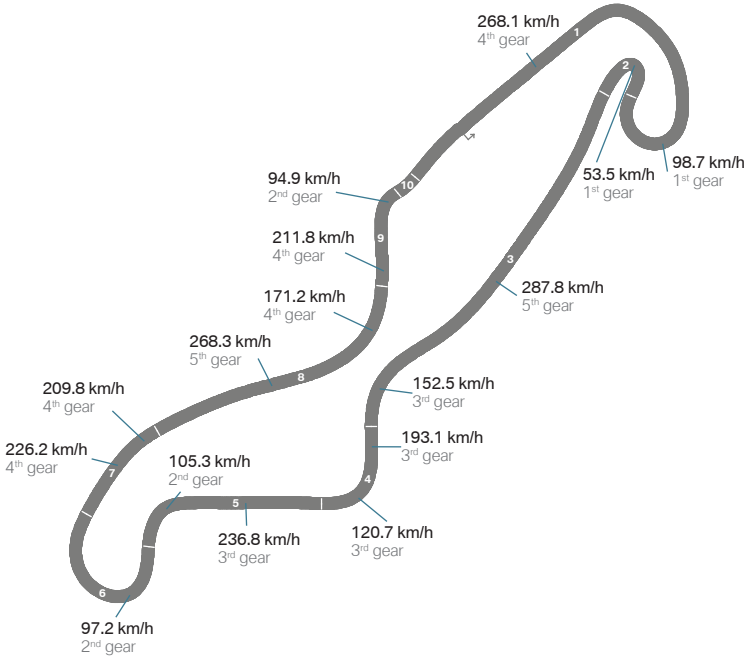
The “Autodromo Enzo e Dino Ferrari” is one if Italy’s iconic racetracks. The circuit is located right on the outskirts of Imola, about 40 kilometres south-east of Bologna. The first races in and around Imola were held back in the 1940s on public roads. Work started on the racetrack in 1950, and it was opened two years later. Since then, the circuit and the pit buildings have been the subject of numerous modifications. The latest extensive renovation took place in 2006, since when some sections of the track have been resurfaced. For decades Formula One was a regular guest in Imola, and the circuit was the scene of one of the championship’s most tragic weekends when Roland Ratzenberger and Ayrton Senna were both involved in fatal crashes. The first motorcycle grand prix in Imola was held in 1967. The Superbike World Championship first lined up at the track in northern Italy in 2001 and will make its tenth appearance in Imola in 2012.

Circuit characteristics.
Parts of the circuit are very bumpy, and there are now four different surfaces since parts of the track were resurfaced in 2011. Generally speaking, the bike must react excellently to steering input, braking and accelerating, as several chicanes make it hard to find a rhythm. Good steering is also important on the crests in the fast and flowing section containing the two “Acque Minerali” turns. The kerbs in the chicanes also present a challenge. They cause the bikes to twitch as they cross them. The track is very narrow in parts, making overtaking difficult in Imola.

Rider’s view.
Marco Melandri: “I live very close to Imola and would love to give my fans something to celebrate with a good result. I am already looking forward to racing there. Last year was my first outing on the modified circuit, which made it a new track for me. There are one or two points where the surface changes, but I did not find that to be a problem. It does have many bumps though. On top of that, you also have a lot of undulations and changes of direction.”

Circuit information.

Length:	4.936 km
Turns:	16
Start/finish straight:	358 m
Superbike World Championship debut:	2001
Most successful riders:	Carlos Checa (3 wins)
	Ruben Xaus (3)
	Regis Laconi (3)


268.1 km/h
4th gear
98.7 km/h
1st gear
53.5 km/h
1st gear
94.9 km/h
2nd gear
211.8 km/h
4th gear
287.8 km/h
5th gear
171.2 km/h
4th gear
268.3 km/h
5th gear
209.8 km/h
4th gear
152.5 km/h
3rd gear
226.2 km/h
4th gear
193.1 km/h
3rd gear
105.3 km/h
2nd gear
236.8 km/h
3rd gear
120.7 km/h
3rd gear
97.2 km/h
2nd gear


91

22ND APRIL 2012, TT CIRCUIT ASSEN, NETHERLANDS.

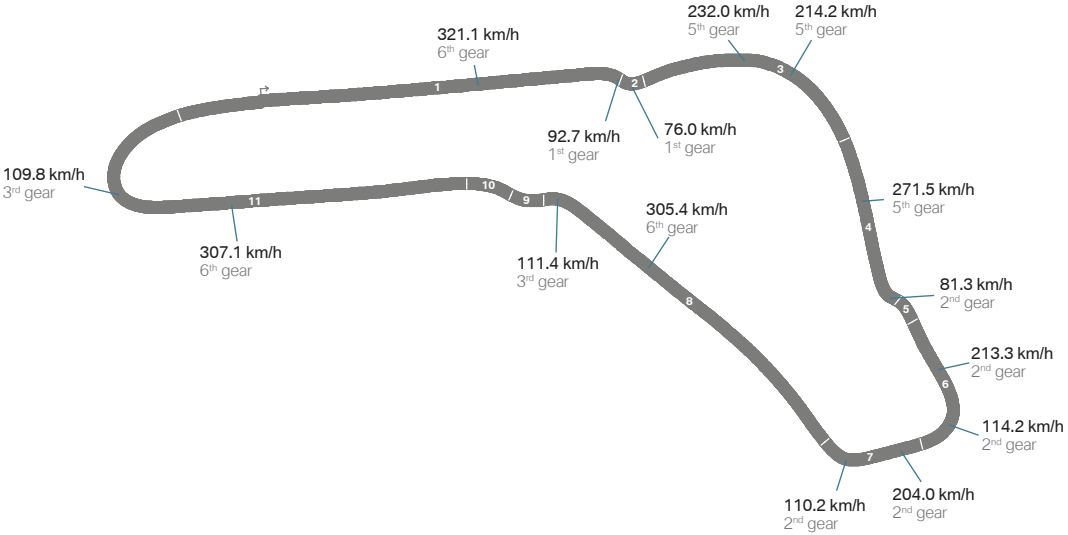
The "TT Circuit Assen" is also lovingly known as "The Cathedral" among motorcycle fans, and riders love the special atmosphere at the famous circuit. The grandstands have a capacity of around 100,000, guaranteeing the best possible atmosphere. Assen is located in the north-east of the Netherlands and is the capital of the Drenthe province. Motorcycle racing enjoys a long tradition here: at least one world championship race has been held at the track every year since 1949. These started with road races through the towns of Borger, Schoonloo and Grollo. The first permanent racetrack in Assen was opened in 1955. Originally almost eight kilometres long, the circuit was specially tailored to the requirements of motorcycle races. In 2006 the length of the circuit was reduced to 4.555 kilometres. Assen is also a permanent fixture in the Superbike calendar: the series has visited the track every year since 1992.

Circuit characteristics.
The circuit in Assen is known for its high speeds and some really rapid changes of direction. With this in mind, it is very important to get the bike working well in order to challenge at the front of the field. The track is fast and flowing but requires the riders to spend much of the race leaning into corners and under enormous G forces. Generally speaking, the bike must be set up for optimal corner entry. However, it must also accelerate well out of the hairpins. The penultimate combination of turns, in which the bike must be very stable, is also important, as is the final chicane, which demands good braking.

Rider's view.
Leon Haslam: "Assen has always been one of my very favourite tracks and I have scored a few podium finishes there. I am now looking to tackling the circuit on the new BMW. The layout is unique. The most important thing on the fast, flowing circuit is to find a good rhythm. You need to ride with your head. You can't just put the power down blindly – then you will simply be slower."

Circuit information.

Length:	4.555 km
Turns:	17
Start/finish straight:	560 m
Superbike World Championship debut:	1992
Most successful riders:	Carl Fogarty (12 wins)
	Troy Bayliss (6)
	Colin Edwards (3)
	Chris Vermeulen (3)
	Jonathan Rea (3)


321.1 km/h
6th gear
232.0 km/h
5th gear
214.2 km/h
5th gear
92.7 km/h
1st gear
76.0 km/h
1st gear
109.8 km/h
3rd gear
271.5 km/h
5th gear
305.4 km/h
6th gear
307.1 km/h
6th gear
111.4 km/h
3rd gear
81.3 km/h
2nd gear
213.3 km/h
2nd gear
114.2 km/h
2nd gear
110.2 km/h
2nd gear
204.0 km/h
2nd gear
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7
8
9
10
11


WIND
Più vicini.
YAMAHA
Alitalia
aprilia
CMB
BioStrada
SHOEI
Dawn
Arai
Castrol
Ride
VOLVO

06TH MAY 2012, AUTODROMO NAZIONALE DI MONZA, ITALY.

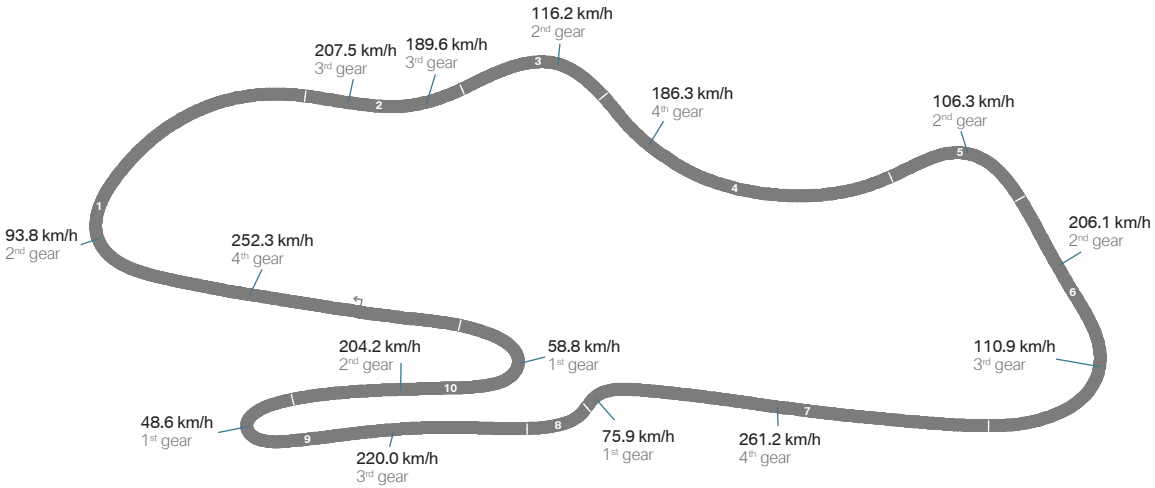
The high-speed circuit in Monza's Royal Park is one of the most iconic racetracks in the world. Turns like the "Parabolica", "Lesmo" and "Ascari" are enough to send a shiver down the back of any motorsport fan. The "Autodromo Nazionale di Monza" was opened back in 1922 and has since hosted both car and motorbike races. Even today the remains of banked corners stand in silent testimony to the days when the original circuit included an oval. However, this has not been used since 1967. Monza is one of the real classics on the Formula One calendar, while the Superbike World Championship has been a regular there since 1990. BMW Motorrad Motorsport has particularly good memories of the circuit to the north of Milan. In 2010 it celebrated its first major milestone when Troy Corser claimed the team's first podium finish. The team returned to the Monza podium in 2011 thanks to Leon Haslam.

Circuit characteristics.
The circuit is not particularly demanding from a riding point of view, but it does pose a real challenge for the bike. Top speed is key on the long straights and ultra-quick corners, making the bike's performance essential. The track also features several stop-go sectors, meaning the brakes are tested to the limit, while the bike must also react well to steering input at low speeds. The first chicane is particularly slow and requires good acceleration. The correct braking point is crucial in the "Lesmo" curves, in order avoid losing time. Through Parabolica the tyres ride their sidewalls, making edge grip vital in order to ensure maximum momentum down the long straight.

Rider's view.
Marco Melandri: "Monza is a very nice track. It has a completely different character to normal motorcycle tracks. It is very, very fast, with very high top speeds and very hard braking. It is cool. I had a lot of fun last year and it was a good track for me. I would really like to take back what I lost in the last corner last year, when I was passed and lost the the victory. Whatever happens, it is a beautiful place to race."

Circuit information.

Length:	5.793 km
Turns:	13
Start/finish straight:	1,195 m
Superbike World Championship debut:	1990
Most successful riders:	Troy Bayliss (6 wins)
	Fabrizio Pirovano (4)
	Carl Fogarty (4)
	Pierfrancesco Chili (4)


116.2 km/h
2nd gear
207.5 km/h
3rd gear
189.6 km/h
3rd gear
186.3 km/h
4th gear
106.3 km/h
2nd gear
206.1 km/h
2nd gear
93.8 km/h
2nd gear
252.3 km/h
4th gear
204.2 km/h
2nd gear
58.8 km/h
1st gear
110.9 km/h
3rd gear
48.6 km/h
1st gear
220.0 km/h
3rd gear
75.9 km/h
1st gear
261.2 km/h
4th gear
1
2
3
4
5
6
7
8
9
10


33
DELLORTO
RR
NOLAN
X-802
MW Motorrad
Motorsport
Xpd
BMW

13TH MAY 2012, DONINGTON PARK CIRCUIT, EUROPE.

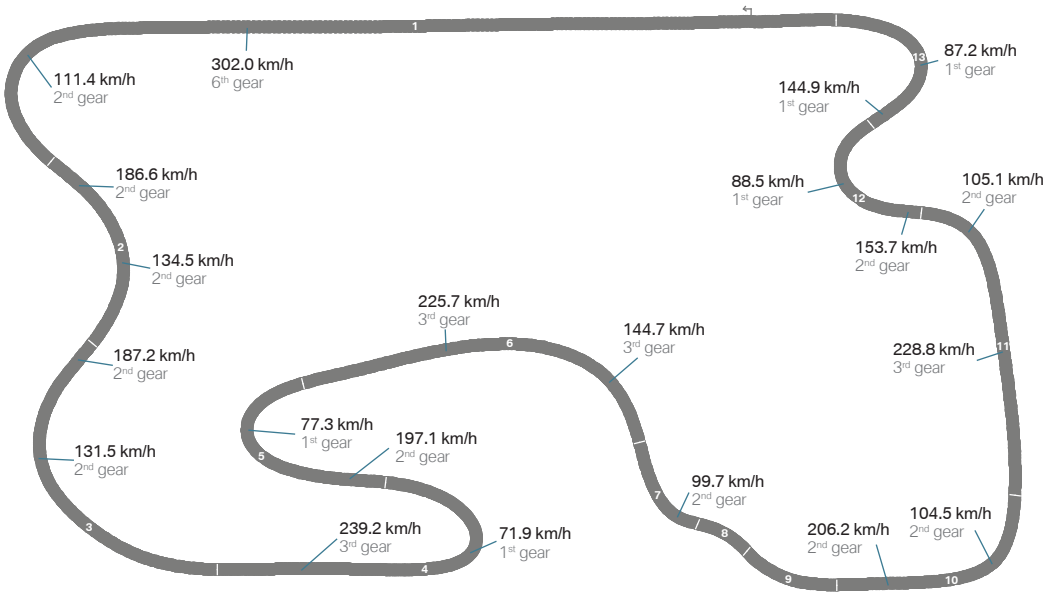
The “Donington Park Circuit” is located in the heart of England, about 25 kilometres south-west of Nottingham. The iconic circuit was opened in 1931. Since then it has been modified and extended several times. In its early years, the track was 3.525 kilometres long. Today it measures 4.023 kilometres. Donington is a permanent fixture in the Superbike World Championship calendar and has hosted the series since its debut season in 1988. BMW Motorrad factory rider Leon Haslam knows the circuit as well as anyone, as this is his second home. The Brit grew up at the circuit and still lives nearby. Donington is also a special racetrack for Marco Melandri: the Italian claimed his first victory in the Superbike World Championship there in 2011. Like Haslam, Melandri also lived near the track for many years, making it a home race for both riders.

Circuit characteristics.
Donington is a fast and flowing circuit, but is also technically extremely demanding. Fast corners alternate with stop-go sections, which demand heavier braking than at any other racetrack in the Superbike calendar. These include the first chicane, the “Melbourne” hairpin, which must be taken in first gear, and the “Goddards” left-hander. The fastest turns are the “Craner Curves”, which the riders race through at over 190 km/h, requiring an extremely stable bike. One unpredictable factor is the weather: cool temperatures and rain can add to the challenges of Donington.

Rider’s view.
Leon Haslam: “Donington is my home race. The circuit is just twenty minutes from my house. Last year it was a little bit cold for everyone – even for me, the local. This year, however, we come there a few weeks later, so it should be a bit warmer. Donington is one of the circuits I really enjoy riding. It is quite technical in some areas, and you have to brake harder there than at almost all the other circuits on the calendar.”

Circuit information.

Length:	4.023 km
Turns:	15
Start/finish straight:	550 m
Superbike World Championship debut:	1988
Most successful riders:	Carl Fogarty (6 wins) Scott Russell (5) Noriyuki Haga (3)


111.4 km/h
2nd gear
302.0 km/h
6th gear
87.2 km/h
1st gear
144.9 km/h
1st gear
186.6 km/h
2nd gear
88.5 km/h
1st gear
105.1 km/h
2nd gear
134.5 km/h
2nd gear
153.7 km/h
2nd gear
225.7 km/h
3rd gear
144.7 km/h
3rd gear
228.8 km/h
3rd gear
187.2 km/h
2nd gear
77.3 km/h
1st gear
197.1 km/h
2nd gear
131.5 km/h
2nd gear
99.7 km/h
2nd gear
104.5 km/h
2nd gear
239.2 km/h
3rd gear
71.9 km/h
1st gear
206.2 km/h
2nd gear
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28TH MAY 2012, MILLER MOTORSPORTS PARK, USA.

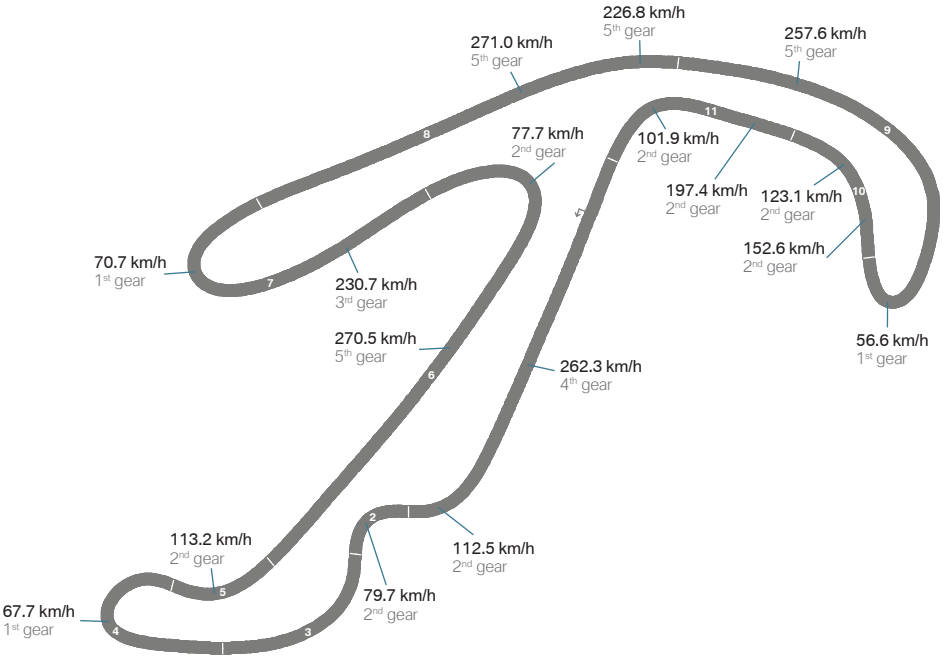
The “Miller Motorsports Park” is one of the most modern racetracks in North America. The circuit was opened in 2006 and has welcomed the Superbike World Championship each year since 2008. The capital of the US state of Utah, Salt Lake City, is just a 30-minute drive away. The “Miller Motorsports Park” includes the 4.907-kilometre racetrack, the “Performance Training Center”, where fans can hone their driving skills, and the “Larry H. Miller Museum”, which contains a collection of some of the most spectacular motorsport vehicles in the world. The setting is also breath-taking: the facility is surrounded by Utah’s mountains, which can still be snow-capped at the end of May. The US round of the Superbike World Championship is traditionally held on the last Monday in May – “Memorial Day”. On this national holiday, the people of the United States remember the soldiers who fell in war. For this reason, the schedule is always moved back a day: the first free practice starts on Saturday, while the race itself is held on the Monday.

Circuit characteristics.
The “Miller Motorsports Park” is located about 1,350 metres above sea level. At this altitude, the engine power of the BMW S 1000 RR is an important factor. The layout of the circuit is technically very demanding. The bike must be able to react well to the many changes in direction. The track has 24 turns, more than any other on the Superbike World Championship calendar. Another challenge when setting the bike up is the fact that the track surface offers very little grip. The engineers must ensure the bike delivers as much mechanical grip as possible.

Rider’s view.
Leon Haslam: “I have mixed emotions about Miller. In 2010 I finished on the podium there, but I also had a really big crash, which kind of ruined my championship that year. Last year I had a really bad weekend. As such, I feel like I have unfinished business there. I do like the Miller circuit, and with the changes we have made to our RR for this season we should have another good race there. The tarmac offers little grip and the track layout is quite different. It is something you have to get used to. Last year the problem was that the weather conditions were changing so much. It snowed on race day, rained the day before and was hot on the first day. For that reason it was not easy to find a fast set-up. Hopefully this time the conditions will be more stable.”

Circuit information.

Length:	4.907 km
Turns:	24
Start/finish straight:	1,050 m
Superbike World Championship debut:	2008
Most successful riders:	Carlos Checa (4 wins) Ben Spies (2)


226.8 km/h
5th gear
271.0 km/h
5th gear
257.6 km/h
5th gear
77.7 km/h
2nd gear
101.9 km/h
2nd gear
197.4 km/h
2nd gear
123.1 km/h
2nd gear
152.6 km/h
2nd gear
70.7 km/h
1st gear
230.7 km/h
3rd gear
270.5 km/h
5th gear
262.3 km/h
4th gear
56.6 km/h
1st gear
113.2 km/h
2nd gear
112.5 km/h
2nd gear
79.7 km/h
2nd gear
67.7 km/h
1st gear
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10TH JUNE 2012, MARCO SIMONCELLI CIRCUIT, SAN MARINO.

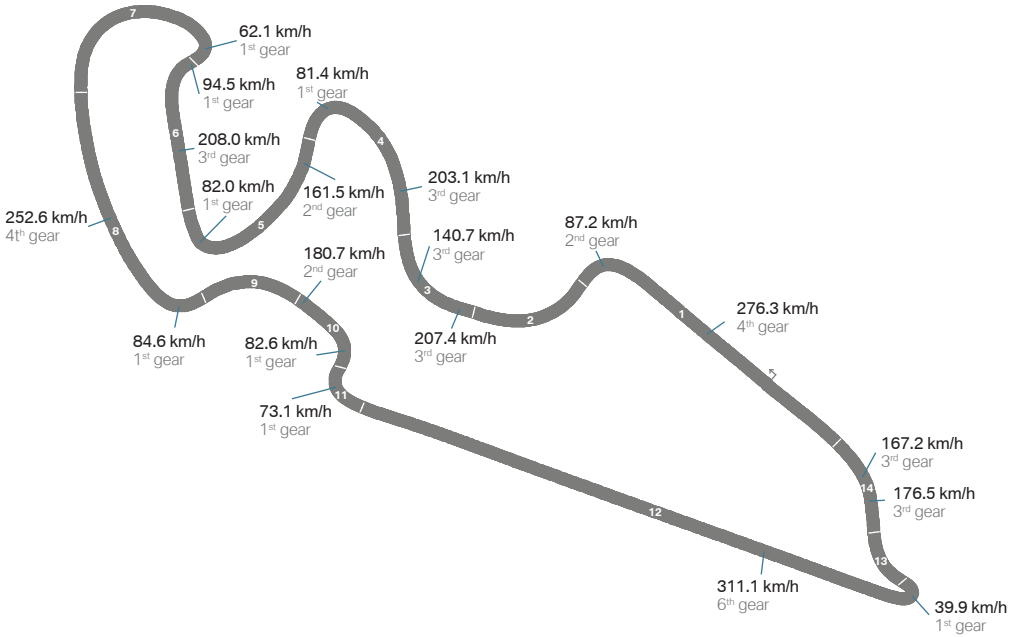
The racetrack on Italy's Adriatic coast was previously called the "Misano World Circuit". Following the tragic death of Marco Simoncelli at the 2011 Malaysian Grand Prix, however, the circuit was renamed the "Marco Simoncelli Circuit". The Italian had lived just a few kilometres away in Cattolica. The track is located to the south of Rimini, on the outskirts of the resort of Misano Adriatico. The facility was opened in 1972 and has since been upgraded and extended on several occasions. The direction of travel was changed in 2006, since when the riders have raced clockwise around the Misano circuit, thus facilitating wider run-off areas. The Superbike World Championship has been coming to Misano since 1991. The race is held under the flag of the nearby city state of San Marino. The track plays an important role in the history of Teams BMW Motorrad Motorsport: In 2010 Troy Corser scored the young team's first pole position and its second podium here.

Circuit characteristics.
The circuit in Misano offers a flowing mixture of fast sections and numerous chicanes. One of the key points on the track is the straight following the "Tramonto" corner, which sees the bikes approach the fast "Curvone" at high speeds. This corner is a real test for the riders, who must find the perfect racing line in fifth gear and while travelling at over 220 km/h. The fitness of the riders also plays a crucial role in Misano, as the race is physically exhausting. The riders only have about four seconds on the straight to recover a little. The rest of the circuit consists purely of combinations of corners.

Rider's view.
Leon Haslam: "I was a little bit unlucky in Misano last year. I should have had two podiums there, but then I had a really big crash when I was in a podium position in race one and broke my ankle. In race two I just managed to get a fourth place. Actually, it is a circuit a really enjoy, and at which the BMW runs well. The characteristics of the circuit suit the bike. I am really looking forward to this race."

Circuit information.

Length:	4.226 km
Turns:	16
Start/finish straight:	510 m
Superbike World Championship debut:	1991
Most successful riders:	Troy Bayliss (5 wins) Giancarlo Falappa (3) John Kocinski (3) Regis Laconi (3) Ruben Xaus (3)


62.1 km/h
1st gear
94.5 km/h
1st gear
81.4 km/h
1st gear
208.0 km/h
3rd gear
82.0 km/h
1st gear
161.5 km/h
2nd gear
203.1 km/h
3rd gear
252.6 km/h
4th gear
140.7 km/h
3rd gear
87.2 km/h
2nd gear
180.7 km/h
2nd gear
276.3 km/h
4th gear
84.6 km/h
1st gear
82.6 km/h
1st gear
207.4 km/h
3rd gear
73.1 km/h
1st gear
167.2 km/h
3rd gear
176.5 km/h
3rd gear
311.1 km/h
6th gear
39.9 km/h
1st gear


PEÑA MOTERA "LOS TINTORROS"

01ST JULY 2012, MOTORLAND ARAGÓN, SPAIN.

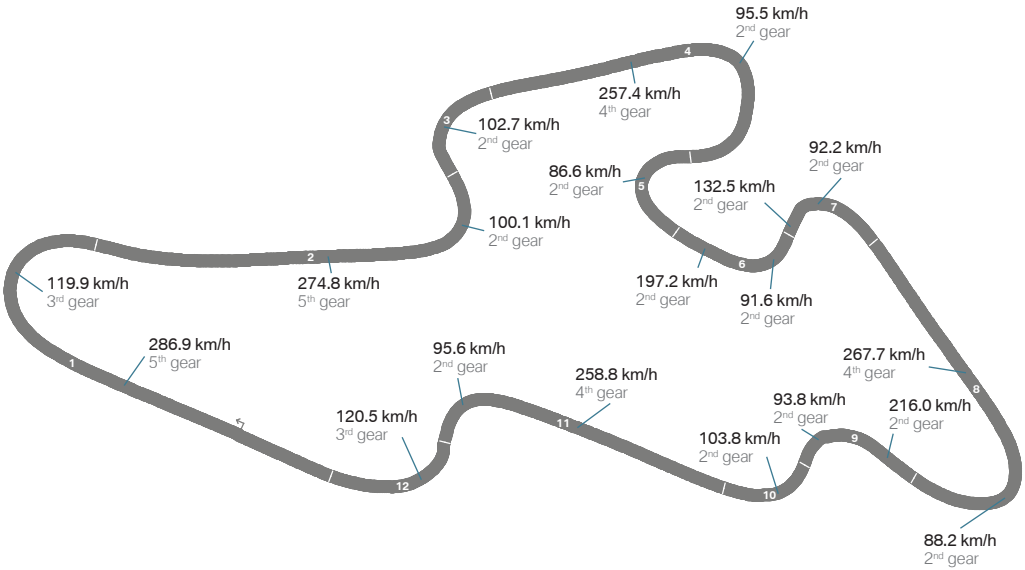
In 2009, an ultra-modern motorsports centre was opened in the sweeping scenery of the province of Aragón in northern Spain: "Motorland Aragón" – "Ciudad del Motor de Aragón" in Spanish. The first challenge facing the teams and riders is getting there. The closest airport of any size is Barcelona. From there it is a 250-kilometre trip – mainly on winding country roads – to the rural region around Alcañiz. Once there, however, they are greeted by a state-of-the-art complex with two different circuit variants, a karting track, a technology centre and a leisure centre. The facility was designed by German architect Hermann Tilke, in conjunction with the British architectural practice Foster and Partners. The first motorcycle Grand Prix was held at "Motorland Aragón" in 2010, while the Superbike World Championship made its debut there in 2011. Pole position on that occasion was held by current BMW Motorrad factory rider Marco Melandri, who also won the first of the two races.

Circuit characteristics.
The circuit is technically very demanding and it is not easy to find the right set-up for the varying demands of the layout. The blind crests, downhill corners and changes in elevation are reminiscent of Portimão in Portugal. Ultra-quick straights lead into very slow bends, while the circuit also features numerous flowing sections, making it essential to find the racing line. Turns seven and eight are based on the infamous "Corkscrew" at Laguna Seca (USA). One key spot is the final corner: here, the riders must exit at full throttle in order to take enough momentum onto the start/finish straight, at the end of which they are presented with a number of overtaking opportunities. The track surface offers good grip and is very rugged. For this reason, it is important for riders to look after their tyres in hot, summer temperatures.

Rider's view.
Marco Melandri: "Aragón is a real Superbike or MotoGP track. It is very fast with big corners and very long straights, so you can use the full power of the engine. For me, it is one of the best tracks on the calendar. It is great fun to ride there."

Circuit information.

Length:	5.345 km
Turns:	18
Start/finish straight:	630 m
Superbike World Championship debut:	2011
Most successful riders:	Marco Melandri (1 win) Max Biaggi (1)


95.5 km/h
2nd gear
257.4 km/h
4th gear
102.7 km/h
2nd gear
86.6 km/h
2nd gear
92.2 km/h
2nd gear
132.5 km/h
2nd gear
100.1 km/h
2nd gear
119.9 km/h
3rd gear
274.8 km/h
5th gear
197.2 km/h
2nd gear
91.6 km/h
2nd gear
286.9 km/h
5th gear
95.6 km/h
2nd gear
258.8 km/h
4th gear
267.7 km/h
4th gear
120.5 km/h
3rd gear
93.8 km/h
2nd gear
216.0 km/h
2nd gear
103.8 km/h
2nd gear
88.2 km/h
2nd gear
1
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3
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Max 3
PIRELLI
SMRZ

22ND JULY 2012, AUTOMOTODROM BRNO, CZECH REPUBLIC.

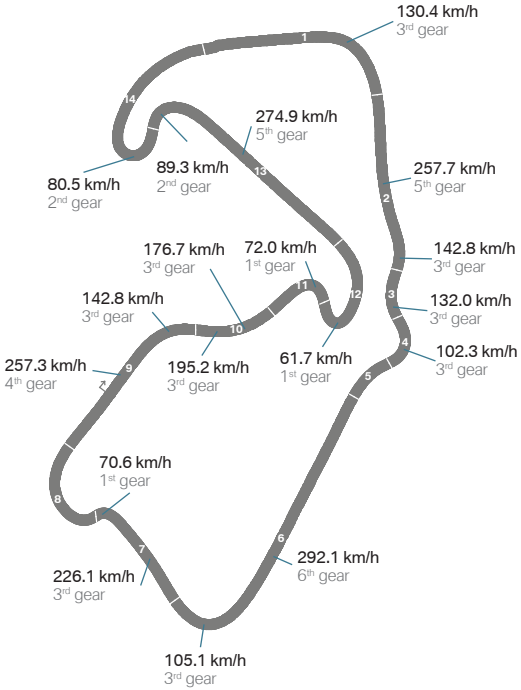
Brno is a classic on the Superbike World Championship calendar. This is down, on the one hand, to a unique layout and, on the other hand, the long history of the roller-coaster track in the east of the Czech Republic. The first races were held on a 29-kilometre street circuit through the woods around Brno back in 1930. After the Second World War, the "Automotodrom Brno" – also known as the "Masaryk Ring" in Czech – was shortened to 18 kilometres. In the 1950s, Brno became a Mecca for motorbike racing, with the world championship making its first appearance there in 1965. Following further modifications and shortening of the track, the era of the old circuit drew to a close in 1986. The new "Automotodrom" was opened in 1987 – about ten kilometres away from the original circuit. The Superbike World Championship made its debut in Brno in 1993. BMW Motorrad factory rider Marco Melandri won the first race there last year and finished second in race two, setting the fastest lap time in both races.

Circuit characteristics.
The layout of the circuit follows contours of the rolling woodland. After the start, the track sweeps downhill through long corners into a valley basin, before heading back up a steep incline towards the start-finish straight. These changes in elevation require detailed set-up work. The rider must have absolute confidence in his bike when braking for both uphill and downhill corners. Generally speaking, it is a flowing circuit and the riders like its totally unique character, which demands the right mixture of sensitivity and attack.

Rider's view.
Marco Melandri: "Brno is a very nice track for bike racing. You can use all the power in high gear at any time. The corners all look the same at first glance, but in actual fact it is a very difficult circuit. No corner is the same, so it is not at all easy. The track is very wide, so you can find a good line. I like it. It is very technical and you can really tell the difference between a good rider and a very good rider."

Circuit information.

Length:	5.403 km
Turns:	14
Start/finish straight:	636 m
Superbike World Championship debut:	1993
Most successful riders:	Max Biaggi (4 wins)
	Troy Corser (3)
	Yukio Kagayama (2)
	Troy Bayliss (2)


130.4 km/h
3rd gear
274.9 km/h
5th gear
257.7 km/h
5th gear
80.5 km/h
2nd gear
89.3 km/h
2nd gear
176.7 km/h
3rd gear
72.0 km/h
1st gear
142.8 km/h
3rd gear
142.8 km/h
3rd gear
132.0 km/h
3rd gear
257.3 km/h
4th gear
195.2 km/h
3rd gear
61.7 km/h
1st gear
102.3 km/h
3rd gear
70.6 km/h
1st gear
292.1 km/h
6th gear
226.1 km/h
3rd gear
105.1 km/h
3rd gear
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05TH AUGUST 2012, SILVERSTONE CIRCUIT, GREAT BRITAIN.

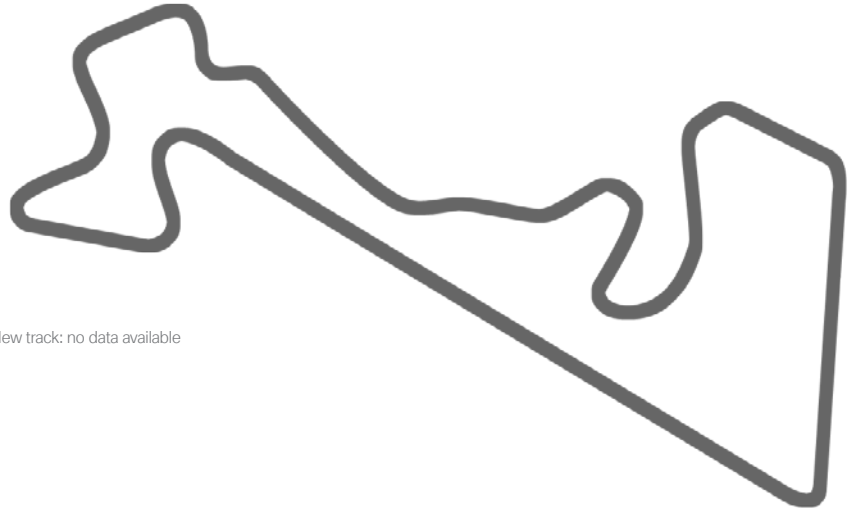
Silverstone – the name is synonymous with pure motorsport tradition. Located to the south of Northampton, the "Silverstone Circuit" is deservedly known as the "Home of British Motor Racing". This was the scene of the first Formula One race in 1950. The circuit was built after the Second World War on the grounds of a former RAF base. The first car race was held there in 1948. In 2010 extensive renovations heralded a new era for the iconic circuit. The track is now a combination of established, famous corners like "Maggotts", "Becketts", "Copse" and "Stowe", and the new "Silverstone Arena". The layout was specifically designed with the requirements of motorbikes in mind. In spring 2011 the imposing new "Silverstone Wing" pit complex was opened between the "Club" and "Abbey" corners. This required the start/finish straight to be relocated. The Superbike World Championship was a regular fixture in Silverstone between 2002 and 2007, and returned to the legendary British circuit in 2010. Silverstone is the second home race of the year for BMW Motorrad factory rider Leon Haslam, whose father Ron runs runs a race school here.

Circuit characteristics.
The "Silverstone Circuit" is a very flat track with several long straights, on which the power of the RR plays a major role. Generally speaking, the layout is fast and flowing, but some tricky aspects also need to be factored into the bike's set-up. There are some bumpy sections and a number of long corners, in which the tyres are put under extreme strain on one side. In the new sections, stop-go sectors complete the mixture of fast and slow, technical corners. Throttle response is equally as important as engine power. The new opening corner, "Abbey", is very tight and uneven, meaning it is now even more important to start the race from a good position at the front of the grid.

Rider's view.
Marco Melandri: "Like Aragón, Silverstone is a beautiful circuit because you have a lot of fast corners, so you can adopt a flowing riding style and often bring the full power of the engine into play. For me, however, it is a little bit too bumpy. Despite this, I had a lot of fun riding there last year. I like it a lot."

Circuit information.

Length:	5.902 km
Turns:	18
Start/finish straight:	466 m
Superbike World Championship debut:	2002
Most successful riders:	Troy Bayliss (5 wins)
	Cal Crutchlow (2)
	Neil Hodgson (2)
	Carlos Checa (2)



New track: no data available



26TH AUGUST 2012, MOSCOW RACEWAY, RUSSIA.

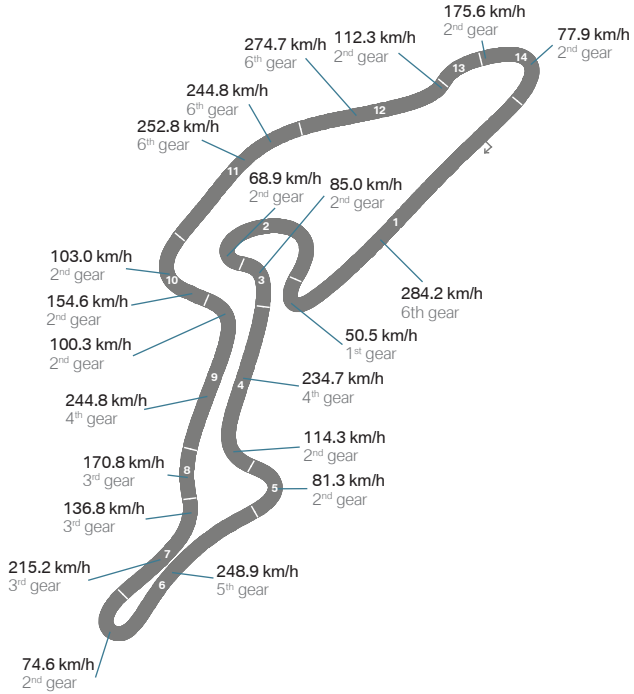
The Superbike World Championship enters uncharted waters in 2012. The "Moscow Raceway" – the first racetrack in Russia to meet Formula One standards – is currently being built just 80 kilometres to the West of the Russian capital, Moscow. Work started on 1st October 2008, and the circuit is due to be officially opened on 14th and 15th July 2012 with a race in the World Series by Renault. The first world championship races at the "Moscow Raceway" are scheduled for 26th August – when the Superbike World Championship comes to Russia for the first time. The circuit is located in Volokolamsk, right next to the New Riga motorway, which links Moscow and the Latvian capital of Riga. As well as the 4.070-kilometre racetrack, the site also features business and entertainment facilities. The grandstands will boast a capacity of 30,000 in the first year, although this can be increased as desired. The architect responsible for the circuit is German expert Hermann Tilke. The project, which is costing around 120 million Euros, is financed by a private Russian investor. The visit of the Superbike World Championship is of great importance to Russia. The contract is initially set to run for ten years.

Circuit characteristics.
The "Moscow Raceway" is located on a hillside, and the layout follows the natural contours with many undulating sections. The track features a lot of corners and offers a technically demanding mixture of fast and slow sections. Another feature is a kilometre long straight, which leads up a slight incline to a left-hander and into the start/finish straight.

Rider's view.
Leon Haslam: "We are going to test there just ahead of the race weekend. It will be a new circuit for everybody, and it is important to learn the circuit really quickly. I am definitely excited about going to a new racetrack. I have never been to Russia or raced there. For me it is another new circuit – and another circuit, on which I am yet to finish in the top three. I am very much looking forward to it."

Circuit information.

Length:	4.070 km
Turns:	15
Start/finish straight:	not known at editorial deadline
Superbike World Championship debut:	2012
Most successful riders:	–


175.6 km/h
2nd gear
77.9 km/h
2nd gear
274.7 km/h
6th gear
112.3 km/h
2nd gear
244.8 km/h
6th gear
252.8 km/h
6th gear
68.9 km/h
2nd gear
85.0 km/h
2nd gear
103.0 km/h
2nd gear
154.6 km/h
2nd gear
100.3 km/h
2nd gear
284.2 km/h
6th gear
50.5 km/h
1st gear
234.7 km/h
4th gear
244.8 km/h
4th gear
114.3 km/h
2nd gear
170.8 km/h
3rd gear
81.3 km/h
2nd gear
136.8 km/h
3rd gear
215.2 km/h
3rd gear
248.9 km/h
5th gear
74.6 km/h
2nd gear
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BMW Motorrad
BMW Motorrad

09TH SEPTEMBER 2012, NÜRBURGRING, GERMANY.

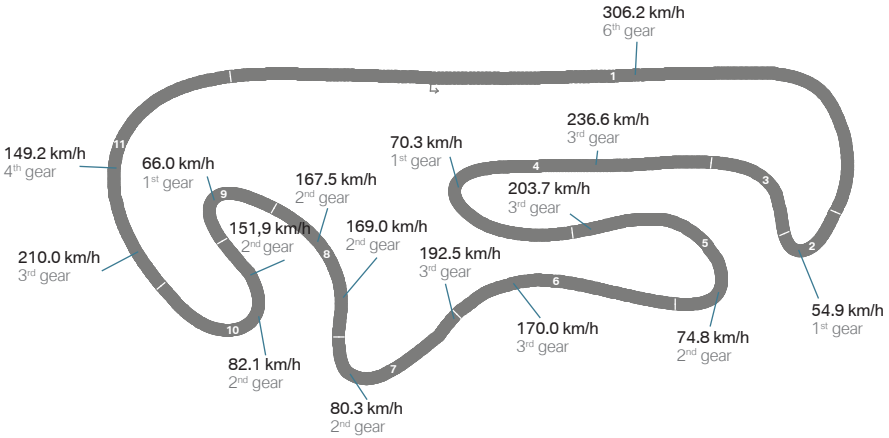
BMW Motorrad Motorsport's home race takes place on the oldest permanent racetracks in Germany. The Nürburgring was opened in 1927 and is one of the most famous and iconic circuits in Europe. Until the 1970s, races were held on the infamous Nordschleife, which is over 20 kilometres long. Also known as the "Green Hell", this long circuit variant is nowadays used as a venue for many long-distance races. The Grand Prix circuit was opened in 1984, and has been the subject of several upgrades and modifications since. The Superbike World Championship made its debut at the circuit in the Eifel region of Germany in 1998. BMW Motorrad works rider Leon Haslam celebrated his first podium finish in the Superbike World Championship there in 2004. Team-mate Marco Melandri was runner-up in the Eifel Mountains last year.

Circuit characteristics.
The Nürburgring has a unique layout, with several undulating sections and many changes of direction. As such, the bike must have a good steering response. In addition, there are zones of very heavy braking following fast sections. One of them is the first corner, the "Yokohama S". The following "Mercedes Arena" features a series of corners with reducing radii. "Bit" corner is another key point on the circuit. A good line is vital to carry sufficient speed through to the subsequent high-speed section. The Nürburgring offers a host of overtaking opportunities, thus guaranteeing thrilling and spectacular races.

Rider's view.
Leon Haslam: "Actually, I have always enjoyed Nürburgring. It is one of my favourite circuits on the calendar. And it is BMW's home track, so you really want to do well and get a good result there. It was quite difficult last year. In race one I would easily have finished second, if I had not come off the track. In race two I crashed. I only had three crashes all season, and one of them just had to be at the Nürburgring. That was really frustrating for me, because it was probably one of the easiest podiums I could have had all season. Unfortunately a couple of small mistakes meant it did not quite happen. The weather also made it a unique weekend last year. It is one of the circuits I am confident about. I know we have the pace to do well there."

Circuit information.

Length:	5.137 km
Turns:	17
Start/finish straight:	800 m
Superbike World Championship debut:	1998
Most successful riders:	Noriyuki Haga (3 wins) Jonathan Rea (2)


306.2 km/h
6th gear
236.6 km/h
3rd gear
70.3 km/h
1st gear
149.2 km/h
4th gear
66.0 km/h
1st gear
167.5 km/h
2nd gear
203.7 km/h
3rd gear
151,9 km/h
2nd gear
169.0 km/h
2nd gear
210.0 km/h
3rd gear
192.5 km/h
3rd gear
54.9 km/h
1st gear
170.0 km/h
3rd gear
74.8 km/h
2nd gear
82.1 km/h
2nd gear
80.3 km/h
2nd gear



23TH SEPTEMBER 2012, AUTÓDROMO INTERNACIONAL DO ALGARVE, PORTUGAL.

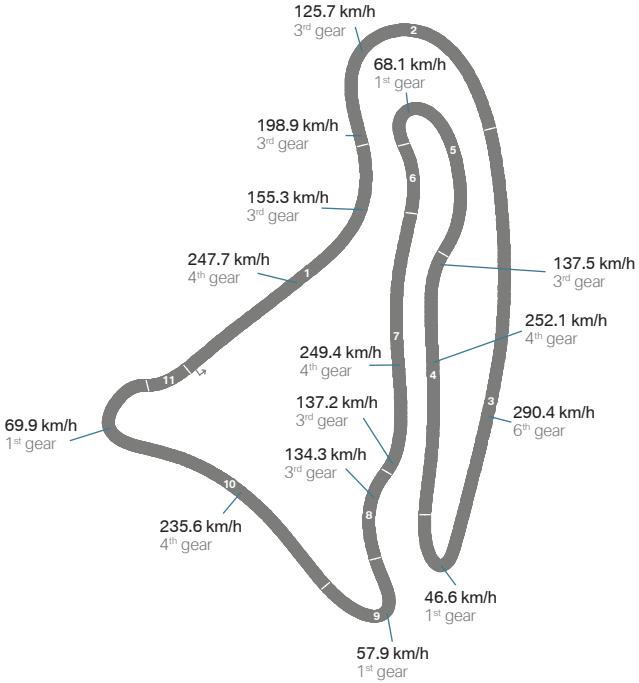
The “Autódromo Internacional do Algarve” is located in the hilly outskirts of Portimão, a popular tourist destination on the picturesque Algarve coast in the south-west of Portugal. The circuit was completed in October 2008 and officially baptised just weeks later with the season finale of the Superbike World Championship. The racetrack is part of the ultra-modern “Algarve Motor Park”, which also includes a kart track, a technology park, a race school and a five-star hotel. Portimão has rapidly made a name for itself and, as well as the Superbike World Championship, hosts races in many other championships on two and four wheels. The challenging layout and generally good weather conditions also makes Portimão a popular track for testing. BMW Motorrad factory rider Marco Melandri has good memories of the circuit on the Algarve: he ended his debut season there in 2011 with another victory and second place in the overall standings.

Circuit characteristics.
The circuit in the Algarve hills is a combination of undulating sections, many changes of direction, long corners, and a winding infield. The big challenge is finding the right set-up for all these aspects. The circuit also features a number of crests, on which it is not rare for the front wheel of the powerful superbikes to lift off the ground. The set-up is vital. In order to be quick in Portimão you need a bike with a good steering response and which can hold the ideal racing line as it accelerates out of corners. The final turn is crucial: the rider must exit the corner with enough momentum to carry maximum speed down the long start/finish straight.

Rider’s view.
Marco Melandri: “My victory last year in Portimão was one of the best of my career. The layout is unbelievable. It undulates like no other racetrack. The corners are really quick, but the surface does not look to be in the best condition. They could do with a new surface.”

Circuit information.

Length:	4.445 km
Turns:	12
Start/finish straight:	835 m
Superbike World Championship debut:	2008
Most successful riders:	Troy Bayliss (2 wins)
	Ben Spies (1)
	Michel Fabrizio (1)
	Cal Crutchlow (1)
	Max Biaggi (1)
	Carlos Checa (1)
	Marco Melandri (1)


125.7 km/h
3rd gear
68.1 km/h
1st gear
198.9 km/h
3rd gear
155.3 km/h
3rd gear
247.7 km/h
4th gear
137.5 km/h
3rd gear
252.1 km/h
4th gear
249.4 km/h
4th gear
137.2 km/h
3rd gear
290.4 km/h
6th gear
69.9 km/h
1st gear
134.3 km/h
3rd gear
235.6 km/h
4th gear
46.6 km/h
1st gear
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1st gear
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07TH OCTOBER 2012, CIRCUIT DE NEVERS, FRANCE.

In 2012, the Superbike World Championship will contest its finale at the "Circuit de Nevers" in Magny-Cours for the seventh time in its history. The circuit is located in the French département of Nièvre, about 250 kilometres south of Paris. The racetrack was built in 1961 and was the subject of extensive renovations and extensions in 1988. The circuit was officially reopened as the "Circuit de Nevers" in 1989 before another big renovation followed in autumn of 2002. As well as the GP circuit, the facility also incorporates a shorter circuit, a kart track, an industrial park, a museum and a golf course. The Superbike World Championship made its debut in Magny-Cours in 1991 and has visited the circuit every year since 2003. A famous classic on the French circuit's calendar is the "Bol d'Or" long-distance motorbike race.

Circuit characteristics.
The combination of fast chicanes and tight hairpins give the circuit a unique stop-go character. The riders must brake from high speeds into the slowest corners they experience all season. Stability, top speed, steering and braking response and a smooth connection are important factors in Magny-Cours. This is best seen in the "Adelaide" hairpin at the end of a long straight, for which the riders must brake from 280 km/h to under 50 km/h. It is not easy to keep the front wheel on the ground when accelerating out of this hairpin. Another factor that must be taken into consideration when setting the bike up is the weather. It can be windy, cold and wet in the French province in autumn. The smooth track surface soon becomes slippery when the rain arrives.

Rider's view.
Marco Melandri: "Magny-Cours is a difficult racetrack. Last year I found it difficult to brake well into the slow corners in the first part of the race. By the middle of the race, however, I had developed a good feel for the track and was riding pretty fast. I only found some of the lines towards the back end of the race. It is not easy, but it is a nice track and the surface is very flat. I like it."

Circuit information.

Length:	4.441 km
Turns:	20
Start/finish straight:	250 m
Superbike World Championship debut:	1991
Most successful riders:	Noriyuki Haga (5 wins)
	Doug Polen (2)
	James Toseland (2)
	Troy Bayliss (2)
	Carlos Checa (2)



THE ROUTE TO THE TOP.



©Speedbrain/Kel Edge

THE 2009 SEASON: STAGE SET FOR BMW MOTORRAD MOTORSPORT.

Welcome to the Superbike World Championship: in 2009, BMW Motorrad Motorsport took on the challenge of the premium class for production-based motorcycles for the first time. The decision by BMW Motorrad to enter the World Championship fray undoubtedly came in one of the toughest and most competitive phases in the history of the championship, which dated back to 1988. The team from Munich and Stephanskirchen went up against no fewer than six renowned manufacturers.

In two-time world champion Troy Corser (AUS) and Catalan Ruben Xaus (ESP), the project welcomed two experienced riders with a wealth of know-how. The 2009 debut season was clearly intended as a learning and development year for Team BMW Motorrad Motorsport. At the end of the year, the new team could reflect positively on its season: 14 race weekends, 28 races and 17 top-ten finishes.

The road version of the BMW S 1000 RR made its much-anticipated debut at the end of 2009. The feedback was extremely positive from both the specialist press and customers. The supersports bike from Munich immediately became one of the top-sellers in the superbike sector.

2009 season	**Troy Corser**			**Ruben Xaus**		
	Qualifying	Race	Points	Qualifying	Race	Points
Phillip Island	17th	8th / 22nd	8	19th	19th / 11th	5
Losail	16th	9th / 9th	14	15th	13th / 10th	9
Valencia	14th	DNF / 15th	1	19th	13th / 16th	3
Assen	15th	10th / 10th	12	20th	14th / 11th	7
Monza	11th	DNF / DNS	–	14th	7th / 9th	16
Kyalami	DNS	DNS / DNS	–	15th	DNF / DNF	–
Salt Lake City	21st	15th / 17th	1	24th	21st / 16th	–
Misano	5th	DNF / 19th	–	18th	14th / 16th	2
Brno	6th	5th / 10th	17	7th	DNF / DNS	–
Nürburgring	6th	8th / 6th	18	DNS	DNS / DNS	–
Imola	9th	11th / DNF	5	19th	12th / 13th	7
Magny-Cours	8th	9th / 10th	13	15th	11th / 12th	9
Portimão	8th	DNF / 9th	7	19th	8th / DNF	8


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THE 2010 SEASON: THE FIRST GOALS ARE ACHIEVED.

The 2009 debut season was intended to be a learning year, but the team set itself new goals for 2010. The young team, with riders Troy Corser and Ruben Xaus, wanted to be up there challenging at the front of the field in the Superbike World Championship. One definite goal was for BMW Motorrad Motorsport to claim its first podium finish in 2010. It took just five race weekends to achieve this goal in Monza: Corser finished third. The team celebrated another podium with Corser in Misano, where the Australian also claimed the first pole position for BMW Motorrad Motorsport. These successes were emphatic proof of the potential of the BMW S 1000 RR. Corser and Xaus scored 201 points between them, 60 more than the previous year.

Other international and national series also saw BMW riders taste success, none more so than Ayrton Badovini. The Italian was the dominant force in the Superstock 1000 FIM Cup and won nine of the season's ten races. Badovini already had his hands on the title by the end of the seventh race. BMW S 1000 RR riders also won a further 13 national championship titles – an impressive record.

2010 season	**Troy Corser**			**Ruben Xaus**		
	Qualifying	Race	Points	Qualifying	Race	Points
Phillip Island	13th	9th / 7th	16	15th	DNS / DNS	–
Portimão	8th	9th / 10th	13	10th	10th / 12th	10
Valencia	5th	4th / 12th	17	17th	12th / 11th	9
Assen	3rd	5th / 5th	22	12th	DNF / 10th	6
Monza	12th	8th / 3th	24	6th	6th / DNF	10
Kyalami	13th	12th / 7th	13	15th	14th / 11th	7
Salt Lake City	15th	5th / 5th	22	9th	10th / 11th	11
Misano	1st	3rd / 10th	22	12th	DNF / DNF	–
Brno	DNS	DNS / DNS	–	4th	5th / DNF	11
Silverstone	7th	10th / DNF	6	8th	17th / 11th	5
Nürburgring	14th	DNF / 12th	4	11th	7th / 9th	16
Imola	6th	15th / 11th	6	8th	12th / 9th	11
Magny-Cours	9th	DNF / DNF	–	11th	DNF / DNS	–


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THE 2011 SEASON: SUCCESS AND SETBACKS.

For its third year in the Superbike World Championship, BMW Motorrad Motorsport strengthened its ranks with a young, ambitious rider: runner-up in the 2010 World Championship, Leon Haslam (GBR) joined the team as the team-mate of old hand Troy Corser. The 2011 season started with a bang: at the curtain-raiser in Phillip Island, Australia, Haslam finishes third to claim his first podium in his first race on the BMW S 1000 RR.

The riders were regularly to be seen competing at the front of the field, and it seemed only a matter of time until the long-awaited first victory. But the team was repeatedly hampered by setbacks, which prevented this triumph. Haslam claimed a further two podium finishes. Corser suffered a particularly tough setback: the Australian broke his left arm in a crash at Motorland Aragón, which forced him out of action for several weeks. At the end of the season the two-time world champion called time on his long and successful career.

BMW Motorrad was able to celebrate the first victory for the RR in a world championship race in 2011: Team BMW Motorrad France 99 won a round of the Enduro World Championship in Albacete, Spain. The team also claimed the bike's first lead in a world championship and at the end of a thrilling long-distance season, Team BMW Motorrad France 99 narrowly missed out on the title, finishing runner-up overall. BMW riders also tasted success in other international and national series, including many national titles.

2011 season	**Troy Corser**			**Leon Haslam**		
	Qualifying	Race	Points	Qualifying	Race	Points
Phillip Island	7th	10th / 19th	6	4th	3rd / 5th	27
Donington	10th	9th / 13th	10	2nd	4th / 4th	26
Assen	10th	6th / DNF	10	12th	12th / 5th	15
Monza	4th	7th / 5th	20	6th	3rd / DNF	16
Salt Lake City	6th	13th / DNF	3	12th	8th / 13th	11
Misano	6th	DNF / DNS	–	5th	DNF / 5th	11
Motorland Aragón	16th	10th / DNF	6	14th	9th / 9th	14
Brno	DNS	DNS / DNS	–	13th	8th / 7th	17
Silverstone	17th	9th / DNF	7	9th	4th / 8th	21
Nürburgring	17th	15th / 12th	5	7th	5th / 9th	18
Imola	15th	12th / DNF	4	6th	DNF / 5th	11
Magny-Cours	12th	9th / 9th	14	7th	3rd / 4th	29
Portimão	18th	14th / 16th	2	11th	9th / 15th	8



SUCCESSFUL CUSTOMER RACING PROGRAMME.



TEAM BMW MOTORRAD FRANCE – WINNERS, WHATEVER THE DISTANCE.

This team has tasted success with the BMW S 1000 RR in long-distance racing and over the shorter distances: Team BMW Motorrad France is among the top teams in the FIM Endurance World Championship and has already won the title in the French Superbike Championship on two occasions. In 2011 Team Principal Michael Bartholemy's team achieved yet more milestones for the RR and narrowly missed out on its first world championship title in long-distance racing.

The French/Belgian team started at selected rounds of the FIM Endurance World Championship as Team BMW Motorrad France 99 in 2010. In 2011 it contested its first full season with the support of BMW Motorrad. The new team impressed across the line. At the curtain-raiser to the new season, the infamous "Bol d'Or" in Magny-Cours, France, the team immediately claimed its first podium finish with riders Sébastien Gimbert (FRA), Erwan Nigon (FRA) and Damian Cudlin (AUS). At the following race in Albacete, Spain, the team climbed onto the very top step of the podium to present BMW Motorrad and the RR with their first victory in a world championship race.

At the eight-hour race in Suzuka (JPN), which featured a very strong field including numerous works teams, the BMW team finished in an excellent fourth place – a result that saw them move to the top of the World Championship table. This was the first time the BMW S 1000 RR had led a world championship. As the hard-fought season reached its climax, the team dropped back into second place at the 24-hour race in Le Mans (FRA), but remained just off the lead and headed to the season finale in Doha (QAT) still with a chance of clinching its first world championship title. On the final race weekend at the "Losail International Circuit", Gimbert, Nigon and Cudlin dominated the practice sessions and qualifying. With Gimbert leading after just twelve laps of the race, however, a rider crashed out and took the Frenchman with him into the gravel bed. The BMW trio launched an impressive comeback from 24th to 2nd place, but that was not quite enough. The team ultimately missed out on victory, and thus the title, by just 30 seconds.

"We are very proud of what we achieved in our first full season in the Endurance World Championship. Even second place overall was a huge success for our relatively new team," said Marcel Driessen, Director of BMW Motorrad France. The goal for the 2012 season is clear: BMW Motorrad France is out to celebrate the first world championship title in Enduro racing.

The team is well-versed when it comes to celebrating winning the title in the French Superbike Champinship. Nigon and Gimbert were both crowned national champion on an RR in 2010 and 2011 respectively. In both years the BMW team completed an impressive one-two: Gimbert finished runner-up in 2010, while Nigon was second in 2011. Gimbert is now looking to complete a hat-trick of titles with the team in France in 2012. Nigon, meanwhile, lines up with BMW Motorrad in the Internationale Deutsche Motorradmeisterschaft (IDM) in the coming season. It goes without saying, however, that both riders will be part of the BMW Motorrad France team in the Endurance World Championship.



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OFF-ROAD RACING – OVER HILL AND DALE.

The subject of off-roading plays an important role in the history of BMW Motorrad. BMW was competing in cross-country events as early as the 1920s – although the riders were still on street bikes back then. The first motorcycles with special off-road equipment were built in the 1930s. Since then, BMW off-road riders have repeatedly celebrated legendary victories. These include memorable wins at the Dakar Rally in the 1980s, 1999 and 2000.

At the start of the new millennium, the powers that be in Munich decided to revive this tradition. The 450 Sports Enduro was born and the return to off-road racing was a done deal. In 2006, "speedbrain race management" was formed for this project. Managing Director Wolfgang Fischer assembled a team made up of the top pros from the off-road scene.

In 2006 and 2007 the BMW Motorrad Off-road Team claimed its first individual successes, such as at the notorious Erzberg and Pikes Peak in the USA. In 2008, BMW definitively returned to professional Enduro racing with the BMW G 450 X. In the same year, Finland's Simo Kirssi won both the German and European Cross Country Championships. In the Enduro World Championship, Kirssi claimed the first podium finish – a real sensation in BMW Motorrad's first full season in the world championship.

The BMW Motorrad Off-road Team moved into the Motorsport Competence Center in Stephanskirchen just in time for the 2009 season, and some of the best Enduro riders in the world lined up for the Bavarians: David Knight, Marko Tarkkala, Simo Kirssi and Juha Salminen, who finished runner-up in the E2 class of the Enduro World Championship with the Speedbrain team in 2009.

From the 2010 season, the BMW Motorrad know-how was systematically bundled with that of its subsidiary Husqvarna Motorcycles. Husqvarna Motorcycles had been part of the BMW Group since autumn 2007. The team lined up in the Enduro World Championship under the name "BMW Husqvarna Motorsport", initially with the BMW G450 X and later with the Husqvarna TE 449. This bike was developed by Husqvarna Motorcycles in cooperation with specialists from BMW Motorrad and Speedbrain.

Since the 2011 season, the BMW Group's Husqvarna Motorcycles brand has been responsible for outings in the Enduro World Championship, MotoCross World Championship (MX2), Supermoto World Championship, and other off-road series. The Speedbrain team concentrates on rallying and starts in several endurance rallies. The most important of these projects is the legendary Dakar Rally, to which BMW Motorrad returned with Speedbrain in 2011. Team BMW Motorrad by speedbrain immediately set about claiming stage victories with the BMW G 450 RR.



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DAKAR RALLY – THE ULTIMATE TEST OF ENDURANCE.

Following the promising stage victories at the 2011 Dakar Rally, Speedbrain, supported by BMW Motorrad and Husqvarna Motorcycles, began planning for the 2012 Dakar project. Under the guidance of Managing Director and Team Principal Wolfgang Fischer, the team put in extra shifts in Stephanskirchen and developed the bike to tackle the ultimate test of endurance this year: the Husqvarna TE 449 RR by Speedbrain. This bike combines the tried-and-trusted strengths of the Husqvarna TE 449 and the BMW G 450 X, from which aspects including the frame design were taken. The power is provided by the TE 449 engine. The bike is also a true lightweight and is easy to control on both quick and technically demanding sections.

As Husqvarna Rally Team by Speedbrain, the team sent five riders over the Dakar start ramp in Mar del Plata (Argentina) on 1st January 2012: Paulo Goncalvez (POR), Zé Hélio (BRA), Joan Barreda (ESP), Ike Klaumann (BRA) and José Manuel Pellicer (ESP), who stood in at the last minute the injured Frenchman David Frétigné. 14 stages and over 8,000 kilometres later, four of these riders crossed the finish line in Lima. The team claimed podium finishes on six stages and, on day ten of the rally, Barreda secured the historic first stage win for the Husqvarna TE 449 by Speedbrain. The Spaniard ended the rally as the best-placed Speedbrain rider in eleventh place overall, with Zé Hélio 19th, Pellicer 21st and Goncalves in 26th place. Klaumann crashed on the third stage and was forced to retire from the rally.

Barreda and Goncalves had rapidly developed into the spearhead of the team and claimed their first top-three finish as early as the second stage. As such, it looked as though the team had every chance of achieving its ambitious goal – namely to step onto the podium at the finish in Lima. However, the Dakar Rally hit back with all its might: Barreda lost a lot of time on stage three when his chain came off and got jammed. Just one day later he lost more ground thanks to a puncture on his rear tyre. Goncalves, however, continued his assault on the overall podium and worked his way forward into fourth place. He was to drop well back in the second week of the rally, however, due to a six-hour time penalty. The race organisers accused him of having received unpermitted assistance on the eighth stage. This put an end to the team's hopes of claiming a top result in the overall classification.

Despite this, the Husqvarna Rally Team by Speedbrain can be happy with its performance. The new bike proved its worth on its first outing at the Dakar, and the team challenged at the front of the field without a single retirement for technical reasons. "From a riding point of view, Joan was able to hold his own against the top riders in the race. This was proven by the daily results. Joan actually deserved to stand on the overall podium," said Team Principal Wolfgang Fischer. "And Paulo Goncalves would probably also have finished in the top five overall, had it not been for the race organisers' decision, which the team finds incomprehensible."

Barreda was regarded by many as the find of this year's Dakar. Pellicer proved to be an excellent addition to the team. Although he only joined the team late on, he soon became an integral part of the crew. Zé Hélio produced a consistent and steady race to finish in the top 20.



BMW MOTORRAD MOTORSPORT: THE SUCCESS STORY.

Foto: BMW Group Archiv

SUCCESSFUL FOR ALMOST 90 YEARS.

BMW Motorrad has been closely involved in motorsport since its earliest days. Today's BMW Motorrad factory riders Marco Melandri and Leon Haslam are following in the footsteps of legends like Ernst Jakob Henne (GER) and Georg "Schorsch" Meier (GER), who almost 90 years ago laid the foundation for the most successful period in BMW Motorrad's motorsport history.

In 1923 BMW, using its BMW R 32, first caused a furore on the track, while in 1925/26 the BMW R 37 was the bike to beat. Various riders powered these machines to a total of over 200 victories and two German championship titles.

In the 1930s BMW factory riders scored impressive successes in International Six Day Trials events, hereby publicly proving the robustness, durability and power of the machines from Bavaria. Arduous tests in all-terrain competitions proved the production-readiness of BMW developed hydraulic telescopic forks, while the company's unusual rear suspension was painstakingly tested to the limit in major off-road events.

Ernst Jakob Henne went on to achieve remarkable fame with BMW Motorrad: Having set a new world speed benchmark on 19th September 1929, he went on to improve his records on numerous occasions. Eventually, on 28th November 1937, the then-33-year-old rode a fully-enclosed 500cc BMW producing 108 bhp to a new outright record of 279.503 km/h on a stretch of motorway near Frankfurt am Main. This was to stand for 14 years.

In 1939 BMW factory rider Georg Meier made his name in the legendary Tourist Trophy on the Isle of Man by becoming the first foreigner to win the event's famous Senior Race – the pinnacle of what was at the time the most popular race in the world. After the war he became a German folk hero after riding a BMW Boxer motorcycle to no less than six titles up to 1953.

BMW proved remarkably successful in sidecar racing, too: the "Königswellen" Boxer engine powered BMW riders to 19 world titles between 1954 and 1974. With former German champion Walter Zeller's (GER) second place behind John Surtees (GBR) in the 1956 500cc Motorcycle Championship, BMW Motorrad's first works motorsport campaign, though, came to an end.









Fotos: BMW Group Archiv

THE SUCCESS STORY CONTINUES.

Even without official works support, privateer riders continued proving the worth and sportiness of BMW Motorrad products, particularly in the German Cross Country Championship. In 1963, 1964 and 1965 Sebastian Nachtmann (GER) won the title twice on a BMW R69S; the following year Kurt Tweesmann (GER) managed the same feat.

Herbert Schek (GER), Richard Schalber (GER) and Werner Schütz (GER) also won championships on the forerunner of the GS models, with Rolf Witthöft (GER) in 1980 even taking the European title. Thereafter the BMW R 80 GS went into production – promptly writing the first chapter of BMW Motorrad's enduro history. For over 30 years the abbreviation "GS" has stood for "Gelände and Sport" (Off-road and Sport). The BMW R 80 GS is thus the blood ancestor of current successes such as the BMW R 1200 GS and the BMW F 800 GS.

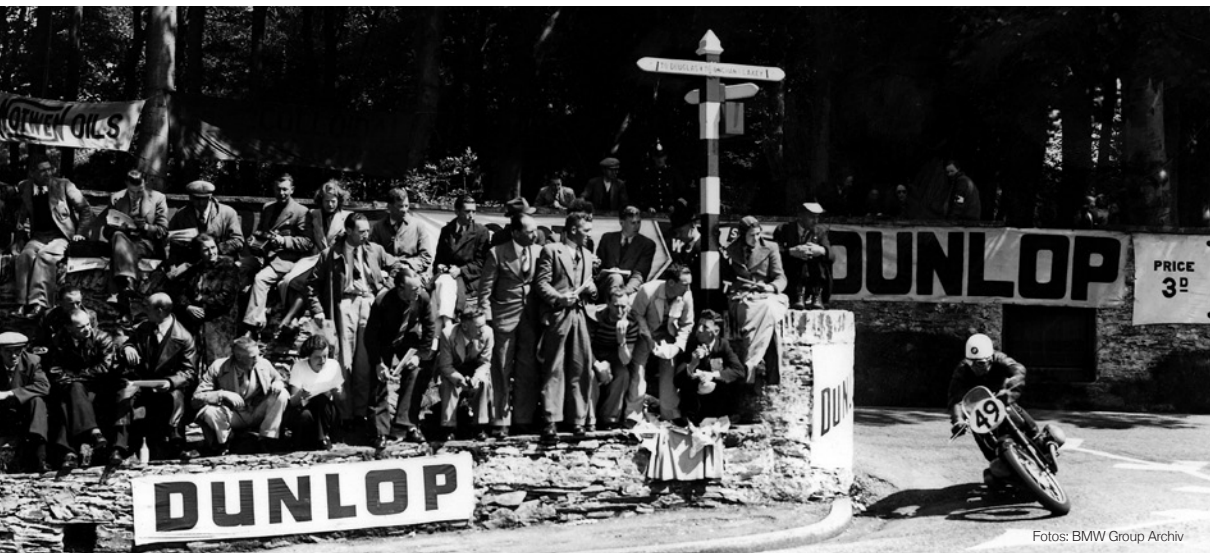
In the 1980s Rally versions of the BMW R 80 GS shone on the Paris–Dakar Rally, with Hubert Auriol (FRA) and Gaston Rahier (BEL) each scoring two wins in the classic off-road event. In 1999 Richard Sainct added another Paris–Dakar victory to BMW Motorrad's record by riding a modified single-cylinder BMW F 650 to overall victory. Twenty-eight at the time, the Frenchman won with a lead of four minutes and nine seconds – no more than a blink of an eye after 9,062 kilometres. That, though, was only the beginning: in 2000 BMW claimed the first four places in the final classification, with Sainct once again taking top honours. Positions two to four were occupied by BMW riders Oscar Gallardo (ESP), Jimmy Lewis (USA) and Jean Brucy (FRA).

BMW's first Superbike victory was scored in 1976 in Daytona (USA) when Steve McLaughlin (USA) won the first-ever AMA Superbike race by a photo-finish from BMW team-mate Reg Pridmore (GBR). They rode BMW R 90 S models entered by American BMW importer Butler & Smith. At the season finale, however, it was Pridmore who took the title, entering the history books as maiden American Superbike Champion. Nine years later plans for a Superbike World Championship – catering specifically to production-based bikes – took shape. The series made its debut in 1988, and has since been consistently characterised by hard-fought and spectacular races.

For its works motorsport comeback, BMW Motorrad elected to concentrate on endurance racing: Since 2007 its new endurance team has tasted success at selected 24-hour classics and within the framework of the Endurance World Championship – first with the Boxer HP Sport, then with the BMW S 1000 RR. In addition, BMW Motorrad Motorsport has, since 2008, contested the Enduro World Championship with the BMW G 450 X. 2011 also saw a return to the Dakar Rally with the "BMW Motorrad by speedbrain" team.

BMW Motorrad Motorsport has officially contested the Superbike World Championship since 2009. The new team claimed its first pole position and celebrated its first two podium finishes as early as its second year. More podium finishes were to follow in 2011.





Fotos: BMW Group Archiv

MILESTONES: 1923 TO 2000.

1923.
In September, BMW presents the first BMW motorcycle, the R 32, at the German Automobile Show in Berlin.

1924.
Franz Bieber claims the first title in the 500cc class of the German Championship. BMW picks up nine German Championships in this class by 1939.

1925.
Josef Stelzer wins the 250cc class of the German Championship.

1926.
Rudolf Schleicher wins a gold medal at the international six-day race in England.

1929.
Ernst Henne clocks 216.75 km/h to set his first land speed world record.

1933 to 1935.
BMW claims three wins in the national competition of the international six-day race.

1937.
Ernst Henne sets his final land speed world record at 279.503 km/h.

1938.
Georg Meier wins the European Championship in the 500cc class.

1939.
Georg Meier becomes the first non-Brit on a non-English bike to win the Senior TT on the Isle of Man.

1947 to 1962.
BMW wins 14 German Championships in the 500cc class. The most successful riders are Georg Meier, Ernst Hiller and Walter Zeller.

1954 to 1974.
19 Drivers' and 20 Manufacturers' World Championships in the sidecar class.

1956.
Walter Zeller finishes runner-up in the 500cc World Championships.

1976.
Reg Pridmore wins the AMA Superbike Championship on a BMW R 90 S. It is the first Superbike Championship ever to be staged.

1981 to 1985.
Hubert Auriol and Gaston Rahier claim four victories at the Paris–Dakar Rally (two victories each).

1999 and 2000.
Richard Sainct claims two victories at the Paris–Dakar Rally.


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MILESTONES: 2000 TO PRESENT DAY.

2006.
speedbrain race management formed for the BMW commitment to off-road racing.

2007.
Championship. Alpha Racing GmbH & Co KG is formed as a subsidiary of alpha Technik, and implements the superbike project together with BMW Motorrad Motorsport. Work starts on developing the BMW S 1000 RR.

2007.
The endurance team starts at selected 24-hour classics and races in the Endurance World Championship with the Boxer BMW HP2 Sport.

2008.
Return to professional enduro racing with the BMW G 450 X. Simo Kirssi wins the German and European Cross Country Championships.

2008.
Move to the Competence Center at Kronstaudener Weg in Stephanskirchen (foundation stone laid on 26th October 2007). Initial test rides with the racing version of the BMW S 1000 RR in autumn.

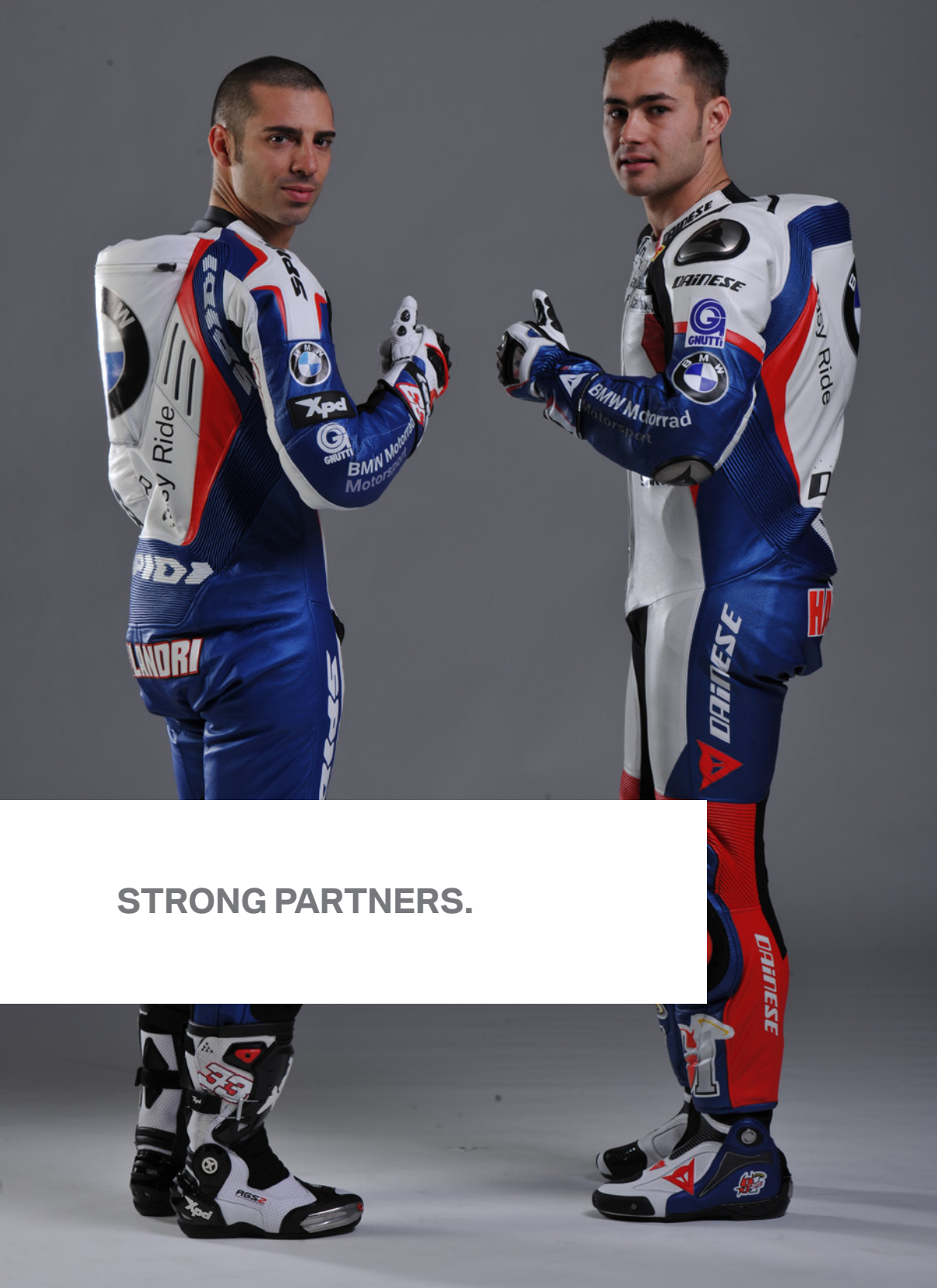
2009.
On 17th February, the new Superbike World Championship Team BMW Motorrad Motorsport is launched in Munich with riders Troy Corser and Ruben Xaus. The team competes in its first race in the series on 1st March in Phillip Island, Australia. Corser clocks the fastest race lap at the first attempt with the BMW S 1000 RR. Corser and Xaus finish in the top ten on 17 occasions in the team's debut year.

2010.
Troy Corser achieves Team BMW Motorrad Motorsport's first podium finish in the Superbike World Championship on 9th May in Monza, Italy. Corser also claims the first pole position on 26th June in Misano, Italy.

2011.
BMW Motorrad returns to the Dakar Rally. BMW Motorrad gives financial support to the private "BMW Motorrad by speedbrain" team.

2011.
On 21st May Team BMW Motorrad France 99 wins the Endurance World Championship race in Albacete (ESP) to secure the first victory for a BMW S 1000 RR in a world championship. On 29th July the team moves to the top of the Endurance World Championship table in Suzuka, Japan – this is the first time the BMW S 1000 RR has led a world championship.

2012.
As in 2011, the German Speedbrain team, this time with official factory support from Husqvarna, lines up at the Dakar Rally. Team Principal Wolfgang Fischer and his crew develop a unique rally bike, based on the Husqvarna TE 449 RR, for this purpose: the Husqvarna TE 449 RR by Speedbrain. The historic first Dakar stage victory for this new bike comes on the tenth stage of the rally. The team also celebrates a further five podium finishes.



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Official Partners.

alpha RACING

The implementation of the Superbike World Championship project for and with BMW Motorrad Motorsport is conducted by alpha Racing GmbH & Co KG, an alpha Technik subsidiary specially founded for this purpose. alpha Technik has been involved in the highest level of motorsport since 1996. After just four years the team won the 2000 World Championship in the Supersport class with Jörg Teuchert. More supersport and superbike titles were to follow in the IDM.

ALTRAN TECHNOLOGIES

Altran is a high-class, innovative technology consultancy company, combining qualified consultancy with the ability to independently handle large projects. At the heart of the innovation is Altran's general approach, which allows the company to transfer technology and knowhow from one industry to the next. With a passion for progress, Altran is willing to venture away from established methods and initiate new, trend-setting technological developments, making the firm an avant-gardist among innovative, high-tech companies for all demanding research, development and consultancy projects. For us, passion means constantly enhancing and updating our deepseated engineering competence to master the increasingly complex technology used by our automotive customers. Altran has been "Official Partner of BMW Motorrad Motorsport" since 2009.

PARTNERS.

Official Partners.

When you think of Castrol, you automatically think of the high-performance lubricant. Whether on the racetrack or on the roads: the name Castrol is synonymous with the most technologically advanced lubricant there is. With offices in about 70 countries and over 100 agencies worldwide, Castrol is able to meet the diverse requirements of its customers around the world.

Based on turnover, Pirelli Tyre is the fifth-largest tyre manufacturer in the world – and with profit levels among the highest on the entire market. In 2010 Pirelli Tyre generated a turnover of approx. 4.85 billion Euros. Pirelli has been the sole tyre provider for the Superbike World Championship since 2003.

Exclusive components that make any machine unique. That's what High Performance is all about – an accessories range of BMW Motorrad. It is involving the nest materials – carbon, titanium and aluminium – and the most sophisticated manufacturing techniques – weaving, casting and milling. High Performance Parts offer the perfect symbiosis of form and function, combining lightness, strength and an elegant look. Carbon, with its distinctive visible weave structure, and aluminium parts milled from a single block of metal give every bike a unique and exclusive look.

Technical Partners.

Sensors and data loggers from 2d Datarecording combine maximum measuring sensitivity and outstanding reliability with low weight, handy dimensions and a minimum resolution of 12 bit. The productrange comprises all current sensors for data recording, as well as special developments.

A fascination with carbon fibre and the desire to implement his own creative ideas prompted Christian Becker to found Becker Carbon in 1999. Using this hightech material improves bikes' aerodynamics, weight and performance.

Akrapovic motorcycle exhaust systems set the benchmark on roads and racetracks. Along with the performance, appearance and fitting accuracy, the workmanship is among the best around when it comes to exhaust systems.

Dellorto has been manufacturing mechanical throttle bodies, electronic control units, fuel modules, exhaust valves, variable intake manifolds, carburettors and accessories for motorcycles and cars for three generations. The Italian company, with its headquarters close to Milan, is Moto3 exclusive ECU supplier for the MotoGP World Championship. Dellorto has also been manufacturing in India since 2006.

PARTNERS.

Technical Partners.

ESJOT-Antriebstechnik GmbH is a medium-sized company that has specialized in sprocket, gear systems, stamped and milled parts for over 80 years. As a system supplier, ESJOT supplies flanged bearings, axles, sprockets and matching roller chains from its own factory. The products are used in the motorcycle, automobile and foodstuffs industry, warehouses and transport systems, and plant construction.

Gnutti Carlo is the leader in Europe and North America in the design and manufacturing of valve train and high precision engine components. The company has headquarters in Italy and manufacturing facilities in Italy, Sweden, Canada, England and India. Gnutti is a family owned business since 1920 and today has reached a total turnover of 250,000,000 Euros.

ETAS GmbH was founded in 1994 as a subsidiary of Robert Bosch GmbH and offers a comprehensive product portfolio of tool and hardware systems for the function development, the validation and the application of ECUs. ETAS tools and hardware are adapted to the automotive field of applications and meet the special requirements of the motorcycle development. With headquarters at Stuttgart (GER) and numerous international locations, ETAS is represented in all regions.

MRA-Klement GmbH from Teningen-Nimburg (GER) has been involved in racing for years and supplies high-quality windscreens for all established brands of motorcycles. Racing teams from around the world and many different racing series rely on MRA.

Technical Partners.

Regina Chain was founded in 1919 in Merate near Milan (ITA). It was initially known for production of bicycle chains. In 1939 the Italian company manufactured the first motorcycle chain. Over 50 years later it is difficult to imagine motorsport without it. More than 250 world championship titles have been won with Regina Chain.

Detailed precision is the motto of Thiel Frästechnik. Based in Biburg (GER), the company equips racing engines with chassis parts such as fork crowns, footrests, and brake and clutch levers.

Stahlwille manufactures high-quality assembly tools and intelligent torque technology for use in industry, car factories and aviation. The company was certified in accordance with DIN EN ISO 9001 in 1992. Stahlwille products are manufactured internally, from design through to the finished product, at locations in Germany.

Titan Riedmeier is a company from Karlshuld (GER) specialising in titanium screws. Titan Riedmeier primarily manufactures special screws for motorcycles, including the BMW S 1000 RR. The company also uses titanium to make high-class jewellery rings.



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Previews are usually distributed at the start of the week before each Superbike World Championship race weekend.

Practice, qualifying and race reports are dispatched promptly after the respective session or end of the second race during race weekends.

The latest BMW Motorrad Motorsport media information and media kits are available **online** at:
www.press.bmwgroup-sport.com

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Results and the latest news are available on the official BMW Motorrad website, in the Motorsport section, at:
www.bmw-motorrad.com

Leon Haslam and **Marco Melandri** are available for **group interviews** in front of the media back boards behind the team garage after the final meeting of the day.