

BMW Motorrad



BMW Motorrad
BoxerCup 2004



Reglement 2004

BMW Motorrad BoxerCup 2004

Reglement

Our partners in 2004:



INDEX

BMW Motorrad BoxerCup 2004	3
Randy Mamola	4
Competition rules and regulations	
1. Definitions	5
2. General	5
3. General competition regulations	5
4. Conditions of entry	6
5. Events	10
6. „YoungStar“ Scoring	13
7. Administrative and technical monitoring	14
8. Visual design and advertising rights	15
9. Provisions	15
10. Insurances	16
11. Briefings, winners' ceremonies, press conferences	16
12. Protests	17
13. Exclusion from scoring	18
14. Vehicle regulations	18
Logo placements	19
Racetracks	21
Technical Regulations	
1. General regulations motorcycle	23
2. Engine	24
3. Running gear / vehicle in general	28
4. Extra equipment	31
5. Modifications	31
Forms	32

BMW Motorrad BoxerCup 2004

The year 2003 was thrilling once again for the BMW Motorrad BoxerCup, the world's most successful brand cup offering the highest prize money in the world. 33 riders from ten countries, including one woman, competed at a high technical as well as sporting level for the winner's trophies. From the starting race in Daytona (USA), all across the European continent with stopovers in Oulton Park (GB), Le Mans (F), Mugello (I), Barcelona (E), Assen (NL), Spa Francorchamps (B) and the Sachsenring (D) to the final event in Brno (Czech Republic) the competition remained a challenge for everyone. Finally, the Swiss rider Andy Hofmann was just able to win the championship in the final race and drove the first prize home, which was a BMW M3 coupé. Sébastien Legrelle and Roberto Panichi came in second and third and were presented with a Mini Cooper S and a BMW R 1150 RT. Here, we would like to express my sincere congratulations to all three winners once again.

In 2004 the BMW Motorrad BoxerCup will be held again at eight international racing events. Equipped with a BMW R 1100 S, the teams will be able to put their sporting and strategic skills to the test. The famous and notorious backdrop of the Daytona International Speedway (USA) will be the setting once again for the opening of the BMW Motorrad BoxerCup. The other European stages of the cup will exclusively be the races for the MotoGP world championship. Before the eyes of the greatest international racing teams and hundreds of thousands of spectators, our riders will once again be making thrilling moves and demonstrating motorcycling sport at the highest standard. In 2004, there will be a new final destination for the eighth and final race; Valencia (E). Highly desirable prizes will once again be waiting for the winners of this brand cup. They include a BMW M3 coupé, a BMW Z4 and a BMW motorcycle. The BMW Motorrad BoxerCup not only has something new to offer for the 2004 season with regard to the venue, however. The young wildcats will be competing for additional points for the title of "YoungStar". At this event, the young riders aged up to a maximum of 21 will be competing not just for the honour of winning the title but for a Mini Cooper as well.

Your BMW Motorrad BoxerCup Team is looking forward to a thrilling, fair and accident-free 2004 season.



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Dear friends of the BMW Motorrad BoxerCup,

The BoxerCup 2003 season was something really special for me; for the first time in the three-year history of this racing series a race took place outside Europe, and in my home country, the USA, as well. The most stirring moment for me of the whole season was when I was interviewed by a Speedchannel reporter in the start line-up as an ambassador of the BMW Motorrad BoxerCup on March 9th. A dream was fulfilled for me on that day. The race in the high speed oval of Daytona surpassed all expectations. The scene that will remain particularly unforgettable for me was when Brian Parriott and Thomas Hinterreiter collided with the cylinders of their motorcycles at a speed of well over 200 km/h. It is inconceivable that none of the riders crashed during this incident. In keeping with tradition, the other eight remaining races took place on European soil. Here, I would like to congratulate Andy Hofmann once more on his performance. Thanks to his experience, skill and unbelievable constance, he managed to ride to overall victory last year. The sporting standard and dedication of the riders increased once again this year even though the standard in 2002 had already been incredibly high. Based on my experience as a competitor in the races at the Sachsenring and in Brno. I was able to see the quality of the competitors for myself at first hand. From my activity as a MotoGP commentator for Eurosport I know what kind of great reputation the BMW Motorrad BoxerCup has acquired within the Grand Prix scene in its history of just three years. Apart from the excellent performance of the riders and teams, this high status is due to the perfect organization and fair manner in which the races are held. Just like in previous years, last season also proved that BMW attaches great importance to fairness, sporting attitude and equal opportunity. I am proud to have been able to contribute my part as an ambassador towards the success of this fascinating racing series.

The 2004 season will start again with a highlight in Florida, USA where the teams and riders will have to stand their ground for a second time in the background event for the legendary 200 Miles of Daytona. Furthermore, we have managed to arrange with the organizer of the MotoGP World Championship for all 7 European races to be held in the course of the MotoGP. When we consider that the MotoGP is the most important and significant motor racing series in the world this fact demonstrates what status the BMW Motorrad BoxerCup has acquired. The stages of the championship are Le Mans, Mugello, Assen, Donington Park, Sachsenring, Brno with the culmination in Valencia. This means for me that the season starts in my home country and the final round is held in my chosen native country of Spain – what could be nicer for me than that?

The success story of the BMW Motorrad BoxerCup will be extended by one more chapter in 2004 and I am happy to be able to take part. I'm looking forward to seeing you all again fit and well in Daytona!



See you soon,

Yours

A handwritten signature in blue ink that reads "Randy Mamola". The signature is stylized and cursive.

Randy Mamola

Competition rules and regulations

BMW Motorrad BoxerCup 2004

1. Definitions

Organizer: The respective race or race track organization

BMW Motorrad
BoxerCup organization: Weirather-Wenzel & Partner S.L. for BMW AG

Responsible for team: The person named to the organizer who is to represent the relevant team externally, and who shall assume responsibility to ensure that all team members (incl. riders) abide by the terms of the rules and regulations and of the individual rider briefs.

2. General

BMW AG (GM-4,UX-ES) announces the BMW Motorrad BoxerCup 2004 for the year 2004. The series consists of eight races and is to be held as part of the MotoGP World Championship and the 200 Miles of Daytona. Our partners are the companies Castrol, Metzeler, Minolta, CFP-Driesch, Rimor and Laser (as of September 2003).

The BMW Motorrad BoxerCup 2004 is an official racing series of the UEM.

A "YoungStar" scoring is also being ridden this season. See item 6 for all the information on this.

3. General competition regulations

The BMW Motorrad BoxerCup 2004 is to be implemented in line with the following conditions, which are recognized by all applicants and riders upon registration:

- The international motorcycling racing regulations, motorsport law laid down by the UEM
- the present regulations, including any subsequent amendments
- technical and organizational requirements set out by BMW AG
- in case of doubt, the decision of the BMW Motorrad BoxerCup organizer acting for the BMW AG is final
- final decisions are made by those responsible for the BMW Motorrad BoxerCup. There is no recourse to legal action.
- supplementary regulations issued by the race organizer UEM

BMW AG (GM-4,UX-ES) has contracted the organizer name below to implement and organized the series (BMW Motorrad BoxerCup Organization):

Weirather-Wenzel & Partner S.L.
Passeig de Gràcia 16, 8º
E-08007 Barcelona
Fon: +34-93-3063450
Fax: +34-93-3063445

Project manager: Arno Trabesinger Project assistance: Johannes Diemer

4. Conditions of entry

4.1 Authorization

To be authorized to participate, riders must be in possession of a valid international FIM or UEM championship licence.

4.2. Vehicles

Only BMW R 1100 S motorcycles are authorized to participate, subject to technical modifications in accordance with the regulations (see appendix).

4.3. Starter field

There are a total of 36 start positions available for the BMW Motorrad BoxerCup 2004. The 32 start positions are distributed among the participating European subsidiaries and markets as follows:

	Fix:	Option:
Belgien	3	2
Deutschland	3	2
Frankreich	3	2
Großbritannien	3	1
Italien	3	1
Latin America	1	0
Niederlande	1	1
Österreich	1	1
Poland	1	0
Schweiz	1	0
Spanien	3	2
South Africa	1	0
Czech Republic	1	1
Ungarn	1	0
USA	1	1

Fixed: definite starting place, decision lies with market

Optional: according to availability: BMW AG allocates options.

This distribution has been undertaken in the interest of internationalism and according to market size. The corresponding authorizations can only be passed on with the consent of the BMW AG.

The start positions are distributed among the teams at the beginning of the season. These teams have to determine the riders, who may be changed in the course of the season. Initial team nominations must be entered on the enclosed form and submitted by post or fax. Submission of rider names does not automatically secure the right to a starting place.

Deadline for submission: 07.01.2004

The remaining four start positions are allocated by the BMW AG and are not included in the scoring ("guest riders"). Scores are not transferable.

If free start positions are available at individual events, these may be additionally allocated. The starting fee for "single starters" at MotoGP events is €1,000 at all others €700 at the event in Daytona. These participants do not have the right to score or to win prize money. The scoring of BoxerCup participants (points and prize money) is undertaken without taking single starters into account. The cups are awarded to the first three of the relevant races.

The BMW Motorrad BoxerCup Organizer reserves the right to exclude teams or riders from participation in the BMW Motorrad BoxerCup 2004 without stating a reason.

4.4 Registrations / nominations

The persons named below will function as contacts for the BMW subsidiaries and markets regarding any matters in connection with the BMW Motorrad BoxerCup 2004:

Austria	Hermann Ortmaier	Tel.:	+43-662-8383-2410
		Fax:	+43-662-8383-285
		Mail:	h.ortmaier@bmwgroup.at
Belgium	Curt De-Maeseneire	Tel.:	+32-3-890-9814
		Fax :	+32-3-890-9896
		Mail :	curt.de-maeseneire@bmw.be
Czech Republic	Petr Havlik	Tel.:	+420-257-117-450
		Fax:	+420-251-619-232
		Mail:	petr.havlik@bmw.cz
England	Tony Jakemann	Tel.:	+44-1344-480-185
		Fax:	+44-1344-359-185
		Mail:	tony.jakemann@bmw.co.uk
France	Frédéric Rose	Tel.:	+33-130-439-300
		Fax:	+33-130-439-208
		Mail:	frederic.rose@bmw.fr
Germany	Josefine Biedermann	Tel.:	+49-89-382-47833
		Fax:	+49-89-382-34252
		Mail:	josefine.biedermann@bmw.de
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		Fax:	+36-1-451-4901
		Mail:	zambo.balazs@wallismotor.hu
Italy	Dario Baraggia	Tel.:	+39-02-51610-132
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		Mail:	dario.baraggia@bmw.com
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		Mail:	odin.termohlen@bmw.nl
Norway	Magne Eriksen	Tel.:	+47-66-858-537
		Fax:	+47-66-858-837
		Mail:	magne.eriksen@bmw.no
Poland	Andreas Lipp	Tel.:	+48-22-579-8830
		Fax:	+48-22-579-8802
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South America	Jamie Gonzalez-Moore	Tel.:	+50-7-215-7329
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		Mail:	jaime.gonzalez-moore@bmw.de
USA	Dan De Christopher	Tel.:	+1-201-307-3908
		Mail:	dan.dechristopher@bmwna.com

The responsible team representative places registrations of participation with these persons. According to the number of places available, the organizer will be informed by these contacts in writing of the teams by January 7th, 2004 at the latest.

4.5 Start money and services rendered

The start money for the individual teams is set by the responsible representatives of the respective BMW subsidiary or market. It can be financed from a variety of sources.

The BMW AG will charge € 15,000 start money for participation in the BMW Motorrad BoxerCup 2004 per team (team = 4 members incl. rider).

It is not possible to claim reimbursement of this money in the case of non-participation in a race or cancellation of participation during the season (similarly see 7.2 and 13).

Payment of the start money entitles participants to the following services:

1. Participation in the BMW Motorrad BoxerCup 2004
2. Use of the BMW Motorrad BoxerCup 2004 Hospitality for four people. In general, full service catering is provided from Thursday evening to Saturday afternoon.
3. Authorization to acquire a maximum of 4 grandstand tickets for each race in the MotoGP motorcycle world championship for a nominal charge of € 30 per ticket. The organization must be notified about the need for tickets not later than 4 weeks before each MotoGP race. Additional tickets can be obtained directly from the organizer of the MotoGP at the official price.
4. Permanent teams are also given the opportunity of purchasing a maximum of five BMW Motorrad BoxerCup paddock tickets (per rider) for their national home races. This only applies to national home races, not abroad.
From the 5th person the expense per guest is 50 euros (net) per day. This includes the BMW Motorrad BoxerCup paddock ticket as well as access to the hospitality tent and to catering. Teams in whose countries no BMW Motorrad BoxerCup race is being conducted, can purchase a maximum of 5 additional tickets per rider after contacting the organisation regarding a race which is near their home country.
No further BMW paddock tickets can be purchased outside the regulations defined above.
5. Four tickets for the BMW Motorrad BoxerCup paddock and parking space for one vehicle (max. 8m length) in the BMW Motorrad BoxerCup rider's camp. If a team travels to the event with more than one vehicle, the organization must be notified about this requirement at least 3 weeks before the race. If it is not possible to provide additional parking places within the BMW Motorrad BoxerCup rider's camp, then there is parking space outside the rider's camp or outside the racetrack (incl. security) if necessary.
6. Spare parts service in the BMW Motorrad BoxerCup rider's camp, charged by invoice at the end of the season.
7. One set of METZELER tyres per race; tyre service in the BMW Motorrad BoxerCup paddock.
8. Four sets of team clothing.
9. The organization of the BMW Motorrad BoxerCup shall provide the teams with workshop tents in the rider's camp for the technical preparation and support of the motorcycles. The organization shall notify the teams about the exact site before each race.

10. The following services are provided by the organization of the BMW Motorrad BoxerCup 2004 for the race in Daytona/USA:

- transport of the competition motorcycle
- Reimbursement for the delivery (0.20 €/km) for the journey to and from the place of transportation (within Europe)
- return flight (economy) from the nearest international airport to Daytona for three people (incl. rider)
- hotel for three people for the duration of stay in Daytona
- catering in the BMW Motorrad BoxerCup rider's camp on the training days and on the day of the race.

11. Prize money and cups for each race

12. Vehicles of a total value of approx. € 100,000 for the first three places of the championship.

1. Prize: A BMW M3
2. Prize: A BMW Z4 2.2
3. Prize: A BMW Motorcycle

13. Reimbursement of start money of the last three races, providing the riders in question took part in the previous races (see below) as follows:

- Third to last race: € 1.000,-
- Penultimate race: € 1.500,-
- Final race: € 2.500,-

This means that every team participating in at least 7 races (incl. the last three) will receive a reimbursement of € 5,000.

In order to avoid the entire reimbursement from being cancelled due to nonparticipation in one of the first five races, the sum will be remunerated by the following percentages-ranges:

Number of races missed (1- 5)	Eligibility for reimbursement through participation in races 6 - 8
1	100%
2	50%
3	25%
4	0%
5	0%

Participation is defined as starting in at least one of the qualification heats. In the event of non-participation, the management of the BMW Motorrad BoxerCup decides on eligibility for reimbursement.

5. Events

5.1 Scoring rounds 2004

The BMW Motorrad BoxerCup 2004 is awarded on the basis of a total of eight scored races. All of these races will take place in the course of the events listed below. The scored races are generally held on a Saturday.

1 st race:	6 th March 2004	200 Miles of Daytona	Daytona
2 nd race:	15 th May 2004	GP France	Le Mans
3 rd race:	5 th June 2004	GP Italy	Mugello
4 th race:	26 th June 2004	Dutch TT, GP Netherlands	Assen
5 th race:	17 th July 2004	GP Germany	Sachsenring
6 th race:	24 th July 2004	GP Great Britain	Donington Park
7 th race:	21 st August 2004	GP Czech Republic	Brno
8 th race:	30 th October 2004	GP Valencia	Valencia

Dates: as of October 2003 – subject to alteration.

The BMW Motorrad BoxerCup-Organization reserves the right to cancel individual races. Such a decision would have no effect on the reimbursement procedure (see 4.5). The total scores are then calculated on the basis of the races held.

Should further races be included in the BMW Motorrad BoxerCup 2004 calendar, this will be announced at least four weeks in advance of the respective event.

5.2 Conducting the competitions

The races will be conducted in accordance with the regulations laid down by the UEM, providing that no other terms are set in the following or in the rules for participation in the respective competition.

The BMW Motorrad BoxerCup Organization reserves the right to issue deviations subject to coordination with the responsible organization (UEM, MotoGP, AMA organization etc.)

As a rule, two qualifying heats (of 30 minutes each) and one race (approx. 70 km) are held per event.

In order to be admitted to the race, the rider must achieve a time which corresponds to no more than 115% of the time achieved by the fastest in the training. The BMW Motorrad BoxerCup Organization reserves the right to change this regulation.

Lateness of competition motorcycles at the pre-start will be penalized with a ten-second time penalty added to the total time of the race of the respective rider.

In the event of a “wet race” or beginning rain during a race, the procedure will be announced at the rider briefing prior to the race.

A jumpstart will be penalized with a ten-second time penalty added to the total time of the race of the respective rider.

If a rider has an accident during a qualifying heat or during the race (i.e. the motorcycle is on the ground) the qualifying heat or race must be ended immediately at the scene of an accident. It is prohibited to bring the crashed motorcycle back to the racetrack or to the pit lane. If the accident occurs during the qualifying heat, the rider can go to the pit lane and continue the qualifying heat with the replacement motorcycle.

After the preliminary lap the competitor is generally advised to remove his helmet in start line-up.

After the race, all motorcycles that took part in the race must be parked in the Park Fermé indicated. Each rider or team leader is responsible for this. If this is not complied with, then the rider can be disqualified.

5.3 Scoring the races

5.3.1 Distribution of points

All riders taking part in the race and occupying one of the 32 start positions will be included in the scoring subject to the conditions that they finish at least 75 % of the distance achieved by the winner and that they cross the finishing line. Only riders crossing the finishing line within five minutes of the winner will be included in the scoring.

On the basis of the official results list, points will be awarded for each round, distributed as follows:

Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

The year's score is obtained by adding together the points from the scoring rounds. The rider with the highest number of points is the winner of the BMW Motorrad BoxerCup 2004.

Subsequent positions are determined by the order of the number of points achieved in each case. Any riders positioned behind participants who are not eligible for scoring (guest riders) will move upward in the rankings accordingly.

If two riders have the same score, the position will be decided according to:

1. the number of better positions in the score rankings or the first time this position was attained;
2. in the subsequent order, the better positions in the score rankings in the final, penultimate, third-last etc. scoring round conducted.

5.3.2 Prize money and prizes

Prize money will be awarded to the teams for the individual rounds according to the position gained by the rider.

All payments, such as prize money, reimbursements, etc. will be payable to the respective teams after the end of the season. Each applicant is responsible for himself for undergoing the correct tax procedures insofar as the BMW AG is not compelled to deduct tax contributions at source for fiscal or administrative reasons.

The following prize money is awarded in the BMW Motorrad BoxerCup2004 per round (gross payments):

1. place	1250,- €
2. place	1100,- €
3. place	1000,- €
4. place	750,- €
5. place	700,- €
6. place	650,- €
7. place	600,- €
8. place	550,- €
9. place	500,- €
10. place	450,- €
11. place	400,- €
12. place	350,- €
13. place	300,- €
14. place	250,- €
15. place	200,- €
16. place	180,- €
17. place	160,- €
18. place	140,- €
19. place	120,- €
20. place	100,- €

6. "YoungStar" scoring

6.1. General remarks

Apart from the normal scoring in the BMW Motorrad BoxerCup, there is also a "YoungStar" scoring this season for the first time.

Separate scores shall be additionally recorded of the youngest permanent participants in the BMW Motorrad BoxerCup 2004 besides the normal scoring.

The "Guest riders" of the remaining 4 starting places are excluded from the "YoungStar" scoring.

6.2. Conditions of entry

An extra scoring shall also be recorded in the "YoungStar" scoring in addition to the normal scoring for all starters born after the 31.12.1982.

The regulations listed under items 4.1 to 4.4 are still applicable.

6.3. Scoring the races

Points are distributed according to the conditions given under 5.3.1.

6.4. Prizes

The winner of the "YoungStar" scoring receives a Mini Cooper at the end of the season as recognition for his achievement.

6.5. Reimbursement of the starting fee for the winner of the "YoungStar" scoring

The entire starting fee of € 15,000 shall be additionally reimbursed to the winner of the "YoungStar" scoring.

However, this is on condition that the competitor wins the "YoungStar" scoring and competes in all eight races. If the competitor does not take part in one or several races, then the same percentage distribution of payment applies as shown under item 4.5 No. 13. The entire € 15,000 is the basis of the percentage distribution.

Participation is defined as starting in at least one of the qualification heats. In the event of non-participation, the management of the BMW Motorrad BoxerCup decides on eligibility for reimbursement.

7. Administrative and technical monitoring

7.1 Administrative monitoring (registration)

At the beginning of every event and before the training and qualification heats of each event, each rider must present his I-, FIM- or UEM-licence.

When registering it is also necessary to sign the declaration of undertaking to provide replacement in case of loss, theft, destruction etc. of the transponder (the device attached to the competing motorcycle for measuring the time).

7.2 Technical monitoring (Technical approval)

Before each training or qualifying heat, a technical inspection is conducted by the official technical inspector to examine whether the competing motorcycles are in a condition which conforms to the regulations. The teams and riders are to abide by the instructions given by the technical inspectors for the purpose of inspection and monitoring.

The rider or the team representative is obliged and personally responsible for ensuring that the motorcycle fully complies with the technical regulations and appearances stipulated by the BMW Motorrad BoxerCup 2004.

The rider equipment (in accordance with FIM approval, helmet, riders gear (one-piece), back protector, gloves, boots) is also examined to ensure that it is in the required condition.

If any deviations occur, the affected vehicle may be disqualified from the competition. In the case of gross and deliberate violation of the regulations, the participant may be excluded from all remaining races in the BMW Motorrad BoxerCup 2004. This would also entail the loss of any prize money, reimbursements or prizes won up to that point.

The BMW Motorrad BoxerCup Organizer or the appointed technical inspector reserves the right to perform spot checks on various motorcycles at any time during the event to check that their condition conforms to the regulations. A list of the inspection measures which can be performed at random during season will be published at the first race.

Proof of performance by means of test rig rides can be implemented at any time. Arbitrary inspection measures can be implemented for the motorcycles used at any time and during the season based on the checklist.

The teams are exclusively responsible for disassembling, reassembling vehicles and expenses as requested by the technical inspector or responsible persons of the organizations.

8. Visual design and advertising rights

The BMW Motorrad BoxerCup Organizer is authorized to make use of the indicated areas of the motorcycle and the leather suit (see pages 19/20). This will normally be in the form of references to sponsors of the Cup. This forms part of the regulations. Non-defined areas are available for use by personal sponsors.

These may not be in direct competition with BMW or the partners of the BMW Motorrad BoxerCup 2004 and are to be presented to the person responsible for the market for authorization.

The three background fields of the start numbers are to be designed in such a way as to provide sufficient contrast between the background and the numbers (see also Technical Regulations „Appearance of the start numbers“).

The BMW Motorrad BoxerCup Organization will supply the teams with clothing which must be worn for the duration of the events. The team's own sponsor labels can be placed on the free spaces of the team wear. Every team will receive four sets of clothing; any further sets can be purchased (please use the order form).

The cap provided must be worn at the winner's ceremony.

By participating in the BMW Motorrad BoxerCup 2004 all teams and riders declare their consent to their utilization by the BMW AG or its partners participating in the series for publicity purposes without remuneration. This also applies to any pictorial or film material.

All copyright and picture rights (digital, analogue, dynamic and static) with regard to riders, vehicles and racing events of the BMW Motorrad BoxerCup 2004 rest with the BMW AG.

9. Provisions

For reasons of safety, or due to acts of God or official regulations, the BMW Motorrad BoxerCup Organizer reserves the right to perform changes to the conditions and rules of entry.

If it is necessary to cancel the event for extraordinary reasons, damage compensation claims will not be recognized.

9.1 Declaration of the applicant and rider of the exclusion from liability for simple negligence and of the exclusion from liability in the case of endangering

Participants take part in the event at their own risk. They bear the sole responsibility in terms of civil and criminal law for all damage incurred due to themselves or the vehicles they use.

9.2 Waiver of liability

Upon presentation of their nomination, applicants and riders declare their waiving of claims for damages of any kind which occur in the context of the event against

- the organizers of the BMW Motorrad BoxerCup
- the organizers implementing the event (Dorna for MotoGP races; national motorsport organizations; AMA Pro Racing); their trainers and assistants
- authorities, racing services and all other persons associated with the organization of the events
- the road construction companies, should any damage occur as result of the track characteristics
- assistants in performance and fulfilment of all persons and offices named above except in case of damage caused as a result of intent or gross negligence;
- all other participants (teams and riders), their assistants, the owners or keepers of other vehicles

The exclusion from liability applies to claims for any legal reason, in particular both for damage compensation claims for contractual as well as non-contractual liability and for claims arising from non-permitted actions. The exclusion from liability does not apply in the case of intent or gross negligence.

10. Insurances

Each participant is responsible by himself for providing himself with sufficient insurance cover! The organizers of the BMW Motorrad BoxerCup have taken out liability insurance for organizers. It only applies to damage to persons (not damage to property) occurring as a result of gross negligence.

During the training and qualifying heats as well as the races, participants are insured by the BMW Motorrad BoxerCup Organizer against their legal liability.

This insurance does not cover claims with respect to which a waiver has been exercised (see 9.2). In the case of liability claims by applicants, riders, vehicle owners and keepers among each other, only damage to persons caused as a result of gross negligence is insured.

11. Rider briefings, winners' ceremonies, preconferences

Participation in all official rider meetings (briefings), winners' ceremonies and press conferences is compulsory for all riders. Alternatively, the person responsible for the team is authorized to represent the rider at these official meetings. The penalty for non-attendance or late attendance at these events can be € 600. Repeated violation can result in exclusion from the BMW Motorrad BoxerCup 2004.

12. Protests

All protests are to be made in writing and presented to the BMW Motorrad BoxerCup Organizer or to the organizer responsible within 30 minutes after the last competitor has reached the finishing line.

Protest can be made

- against the scoring of a race;
- against an irregularity committed during a competition by another participant or one of one's own team members;
- against the vehicle of another team member in connection with violations against the technical regulations

Group protests are inadmissible.

The acceptance of the protest, with details of the time that the protest was submitted, is to be countersigned by the person responsible or by the organization.

A protest fee of 200 Swiss francs (or € 150 including VAT) is to be deposited in cash or by check immediately along with the protest.

The protest fee for fuel / oil protest is € 481.50 including VAT.

The protester must add up and deposit the costs charged for disassembly and assembly work either in cash or by check based on the following list for the corresponding protest fee.

Removal and installation of engine	WU 117
Dismantling and completion of engine (total)	WU 199
Cylinder head Removal and installation, dismantling, completion	WU 52
Removal and installation of gearbox	WU 76
Dismantling and completion of gearbox	WU 112
Removal and installation of differential	WU 14
Dismantling and completion of differential	WU 49
Removal and installation, dismantling, completion of fuel injection system	WU 30
Removal and installation, dismantling, completion of front forks	WU 15
Removal and installation, dismantling, completion of rear spring strut	WU 15
Dismantling, completion of front or rear brake system	WU 10

WU = Work unit

1 WU is equivalent to 5 minutes

12 WU are equivalent to 1 hour

The costs for assembly work are to be calculated at € 30.00 per hour plus VAT

The person subordinate in the protest must ultimately bear the entire costs. The decision, whether the protest is accepted or refused will be made by the racing director, the jury, the sport commissioner or the BMW Motorrad BoxerCup Organization after investigation.

The party concerned can file an appeal in writing within the given fixed period of time according to Motorcycle Sports Act / FIM / UEM against a decision made by the responsible party.

13. Exclusion from scoring

Violations against the present rules, the technical regulations, special terms, in the case of un sporting behaviour, in particular unsporting riding, behaviour damaging the reputation of BMW or the BMW Motorrad BoxerCup 2004 can, depending on the severity of the violation, result in the disqualification or reduction of the prize money, exclusion from the scoring in the respective round, or exclusion from the Cup by the BMW Motorrad BoxerCup Organizer.

14. Vehicle regulations

At the technical inspection, which is held at the beginning of each event, every vehicle must be in a condition that conforms to the technical regulations of the BMW Motorrad BoxerCup. The vehicle is monitored by the appointed technical inspector according to commonly accepted procedures.

The decision as to whether or not a vehicle conforms to the regulations rests with the representatives of the BMW Motorrad BoxerCup and the appointed technical inspector.

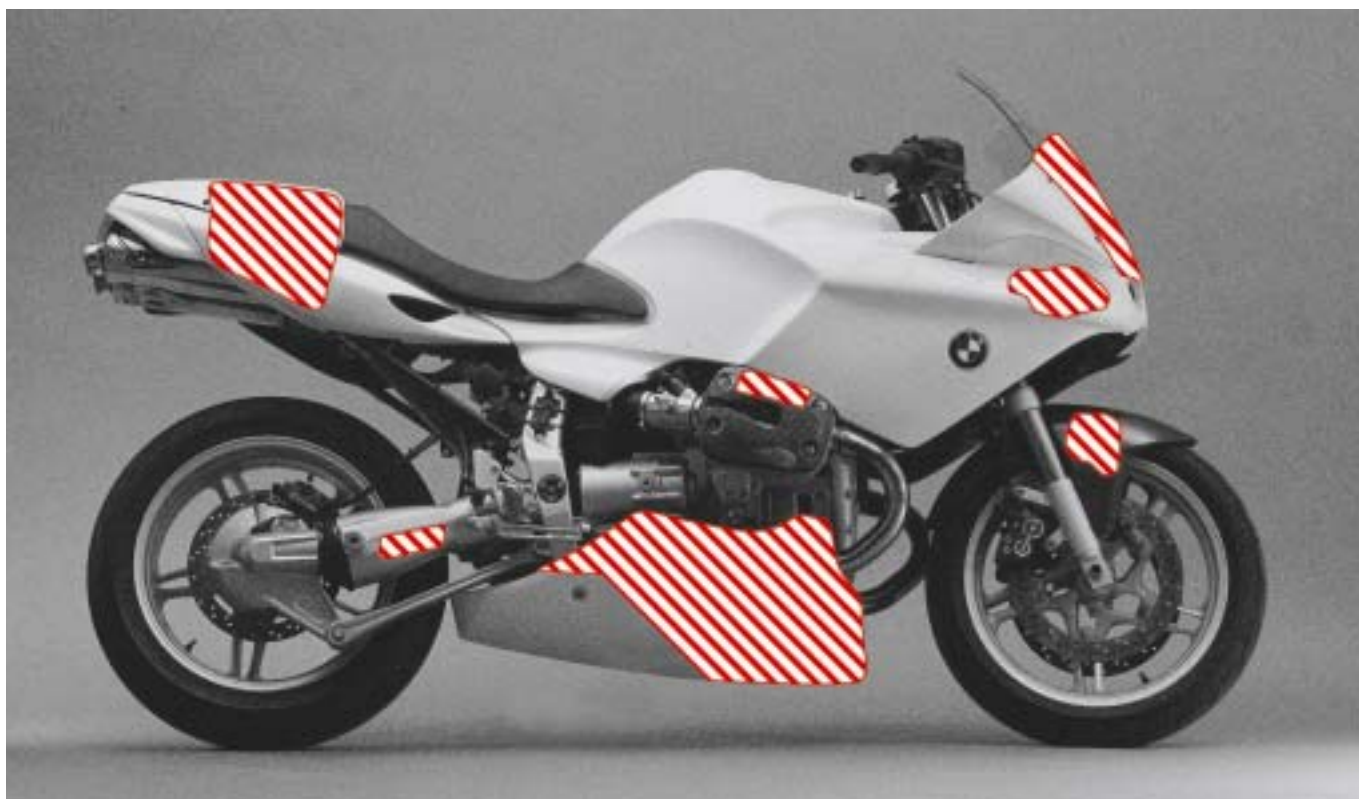
Vehicles involved in accidents during an event must be presented to the technical inspector immediately without further summons. A renewed technical inspection prior to further use in training and qualification heats or races is required.

Obvious violations discovered by the BMW Motorrad BoxerCup Organizer or the appointed technical inspector in the course of random checks after races will result in exclusion from scoring from the race in question, or with a cancellation of the corresponding training time during the training heats. In particularly severe cases this will also result in the loss of all points accumulated in the cup scoring up to that point and of prize money.

The BMW Motorrad BoxerCup Organization is authorized to examine participating vehicles thoroughly at any time and to require the removal of vehicle and engine components by the team. Also see Article 7.2

logo placements R 1100 S

The hatched red areas are reserved for series sponsors and starting numbers.

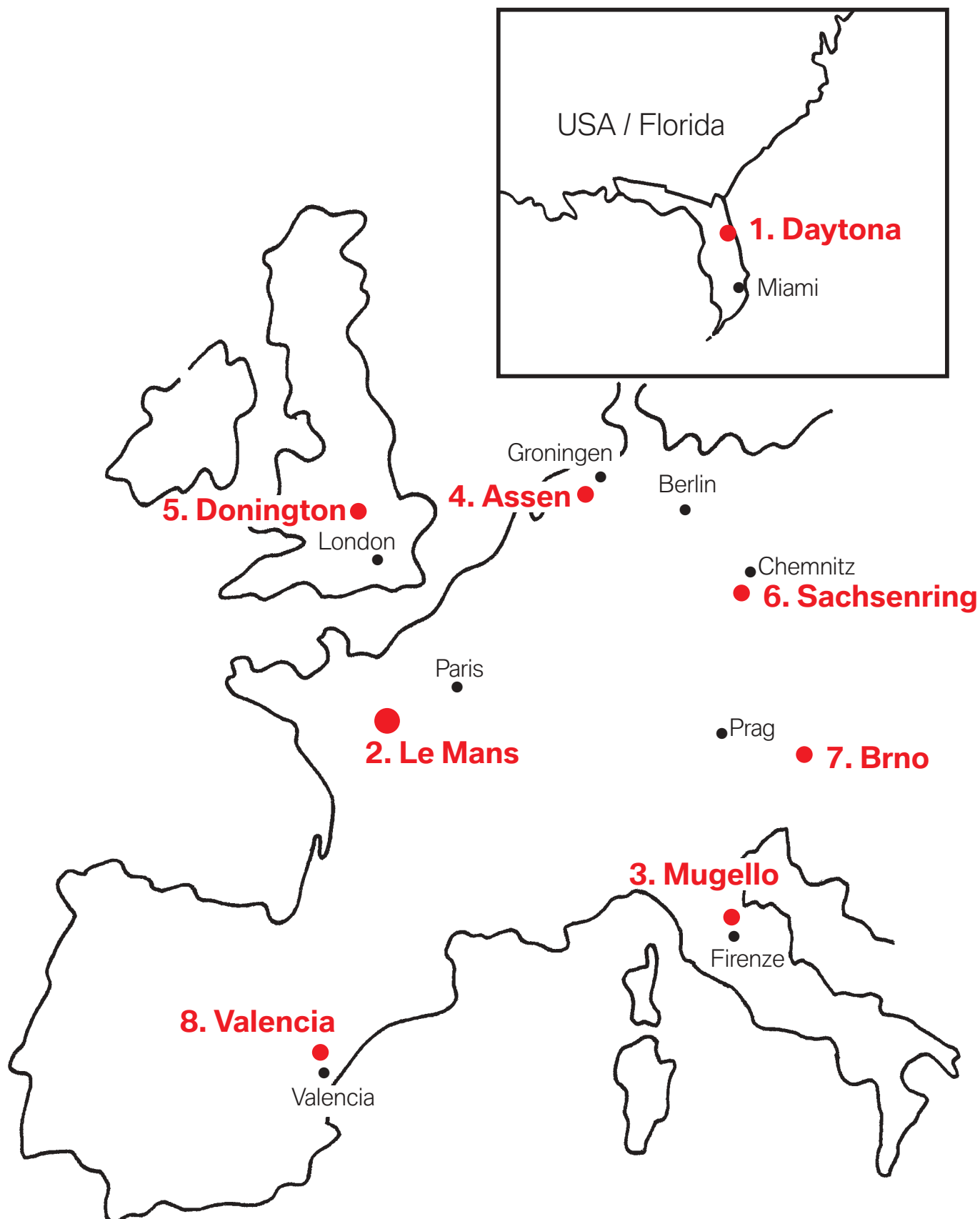




leather suit front

Rennstrecken / racetracks

BMW Motorrad BoxerCup 2004



Locations / Dates

1. March 6th 2004 Daytona – „Daytona International Speedway“

location: Daytona Beach, Florida
length: 4000 m trioval
airports: Daytona Airport
Orlando International Airport (1 hour drive),
Jacksonville International Airport (2 hours drive)

2. May 15th 2004 Le Mans – „Circuit de la Sarthe“

location: 5 km south of Le Mans
length: 4430 m
airports: Tours Symphorien (60 km), Rennes St. Jacques (130 km),
Paris Orly (160 km), Paris Roissy „Charles de Gaulle“ (230 km)

3. June 5th 2004 Mugello – „Autodromo Internazionale del Mugello“

location: 30 km north of Florence
length: 5245 m
airports: Florence Peretola (35 km), Bologna Borgo Panigale „Guglielmo Marconi“
(80 km), Pisa S. Giusto „Galileo Galilei“ (130 km)

4. June 26th 2004 Assen

location: 161 km north-east of Amsterdam, 26 km south of Groningen
length: 6049 m
airports: Amsterdam-Schiphol Int'l Airport (200 km), Groningen-Eelde Airport (27 km),
Bremen (180 km)

5. July 10th 2004 Donington – „Donington Park“

location: 120km north of London, 13 km south-east of Derby
length: 4023 m
airports: East Midlands Airport (3 km), Birmingham Airport (56 km)

6. July 17th 2004 Sachsenring

location: 20 km south-east of Chemnitz
length: 3517 m
airports: Dresden (70 km), Leipzig (90 km)

7. August 21th 2004 Brno – „Automotodrom Brno“

location: 200 km east of Prague, 100 km north of Vienna
length: 5403m
airports: Wien-Schwechat (100 km)

8. October 30th 2004 Valencia

location: 370 km south of Barcelona
length: 4005 m
airports: Valencia Airport (20 km)

Technical Regulations BMW Motorrad BoxerCup 2004

1. General regulations motorcycle

The motorcycles admitted for entry in the BMW Motorrad BoxerCup 2004 must be of the type BMW R 1100 S (model type 259 S/ key number 0422), year of construction 1999, 2000, 2001, 2002, 2003 or 2004.

The vehicle used must possess an original BMW vehicle identification number on the frame in the respective national format of the supplying country. This may not be subsequently altered. If it becomes necessary during a race event to reconstruct a vehicle as a result of extensive accident damage and/or severe engine or gearbox damage or if it has to be replaced by a new vehicle, this may only be undertaken with the approval of the BMW Motorrad BoxerCup Organization or the appointed technical inspector. In such a case, a further technical inspection of the vehicle is required. No further exchange of vehicle will be permitted during an event.

All permitted or required alterations to the vehicle are described in these regulations.

The fundamental principle is as follows:

beyond manufacturer tolerances, all alterations are prohibited unless they are explicitly permitted or described.

With the exception of the accessories listed in the following, only the original BMW parts may be used which are listed in the motorcycle's technical handbook. All parts, with the exception of those comprising the racing kit and certain specially defined parts ranges for the BMW Motorrad BoxerCup or additionally specified parts from the BMW Motorrad parts range must be of the same type as the motorcycle and their condition in use must be within the tolerances stated in the workshop handbook and in the manufacturer's guidelines.

With the exception of the permitted changes, the motorcycle must conform to the general specifications for road motorsport motorcycles prescribed by the FIM.

The racing kit includes:

- an engine cover
- a set of indicator covers
- a front cover
- an exhaust unit
- a set of valve cover protective devices of carbon / kevlar
- an exhaust protector

2. Engine

The engine identification number must be visible and legible.

The engine casing of the respective type of original engine must be used.

The elements of the engine must be in their original condition and within the manufacturer's tolerance range (see workshop handbook and manufacturer's guidelines). In particular, any change effected by removing or adding any material, such as the deburring, addition or removal of seals, balancing components, etc. is expressly prohibited, unless especially provided for in the present regulations or within the respective workshop tolerance range relevant to serial production vehicles.

The engine ventilation system must remain in its original condition.

All screws for oil outlet screws, oil inlet screws, connection pipes for the oil cooler circulation system, screw covers connected to oil-bearing pipes and tubes must be secured with metal wire to prevent accidental opening.

The use of engine oil additives is not permitted.

– Cylinders

Only original parts of the respective model (the addition or treatment of material is prohibited). Dimensions and weights of the cylinder must correspond to the original parts (see workshop manual and manufacturer's guidelines). The addition or removal of material is prohibited.

– Ignition

Both motorcycles with single and dual ignition are permitted to take part in the race. Engines featuring dual ignition may, however, only be used exclusively in motorcycles which were originally delivered with a dual spark engine. This applies to the ECE models from vehicle identification number (the last 7 figures) ZK81795 and for the US models from vehicle identification number ZB52973. Retrofitting bikes with vehicle identification numbers earlier than those stated above with dual spark engines is prohibited. Engines with dual ignition must function conform to series production engines.

– Crankshaft / connecting rods

Only original parts of the respective model, no modifications permitted. The deburring, addition or removal of material is prohibited. Treatment and polishing of parts is not permitted. Dimensions and weights of the cylinder must correspond to the original parts (see workshop manual and manufacturer's guidelines)

– Bearings

The number, dimensions and weight must correspond to normal condition.

– Pistons and piston rings and retainers

Dimensions and weights of the parts must correspond to the original parts (see workshop manual and manufacturer's guidelines). Only original parts of the respective model, no modifications permitted. The deburring, addition or removal of material is prohibited.

– Cylinder head and valve covers

Only original cylinder heads. The deburring, addition or removal of material is prohibited. Dimensions and weights of the parts must correspond to the original parts (see workshop manual and manufacturer's guidelines).

The use of valve covers of the model year 2004 with the necessary covers for the spark plug sockets and valve cover protecting caps is obligatory. These protective elements may not be altered in their external form. Prior to each training and qualification heat and before races, the metal inserts of the protective elements or the covers themselves may not be ground through.

Parts content of TWIN-SPARK valve cover:

Cylinder head cover	L	1112 7 672 585
	R	586
Ignition cable cover	L	1114 7 675 733
	R	734
CFRP cover	L	1112 7 680 433
	R	434
Fastening screw		1112 7 680 077
Nut		1112 7 675 699

- Valves, valve control, control timing

The diagram must correspond to original diagram without modification. The valves, camshafts and the entire valve control with all parts must be in their original condition and may neither be altered nor polished. Dimensions and weights of the parts must correspond to the original parts (see work shop manual and manufacturer's guidelines). The tappet clearance is unrestricted. But please see manufacturer's recommendation.

- Injection and ignition

All parts must be in original, unmodified condition of the relevant vehicle type, standard setting values are recommended, confirmed by Moditec (fuel pressure, throttle potentiometer and throttle adjuster screw). The neutral position may be increased with respect to the standard value. An injection control unit adapted to the racing exhaust will be supplied by BMW on a loan basis during the season and must be returned to BMW after the final event.

- Air filter / Airbox / Aircanals

All elements of the air intake area, pipes, air filter, air box, sealing components and casings must be in the original condition of the model described and remain within manufacturer tolerances.

- Wiring harness, electrical connections

The wiring harness of the relevant vehicle type must be retained in unmodified form. No additional switches, components or cables must be looped in or added. Shortening in the form of cutting is prohibited. The following alterations to electrical components are permitted:

Removal of the sensor for speedometer signal with connection cable from last plug to sensor.

Removal of cable connections for rear light from last plug to rear light.

Removal of cable connections for horn from last plug to horn.

Removal of cable connections for direction indicators from last plug to direction indicators.

The deactivation of the electrical safety system for the side stand by means of bridge-over connector or similar is permitted.

In the case of damage caused by a fall during an event, the cable set can be repaired under the supervision of the technical inspector or the BMW Motorrad BoxerCup Organization. This must be replaced by an original part by the next event.

The use of lap timers and an electronic shift flash is permitted. The electrical supply of such lap timers may only be provided directly from the battery poles or the 12-volt socket available in the BMW Motorrad range of accessories. The BMW Motorrad BoxerCup accessory instrument of the company 2D can be clipped onto the BMW wiring harness using the cable set provided.

- Alternator
The alternator, its wiring and regulation, must confirm to the original condition of the model described and remain within manufacturer tolerances. The alternator must always supply the battery with the relevant current as defined by manufacturer requirements. Additional electrical controls are prohibited.
- Starter
The electric starter and wiring must be in their original condition and within manufacturer tolerances. The plastic cover cap of the starter can be removed for better accessibility. The starter must always be able to start the engine.
- Fuel
Only unleaded fuel in accordance with FIM article 01.63. Specification in accordance with FIM guidelines. The use of products (additives or oils) to increase the octane level is prohibited. Fuel inspections and analyses are conducted over the course of the season. Please see the supplement on FIM guidelines in accordance with FIM article 01.63.
- Lubrication
Engine lubrication and the appropriate oil and oil cooling circulation is to be maintained in keeping with the original condition the respective type and must not be altered. The addition of additives to the engine oil is not permitted.
- Oil coolant
The original oil coolant must be used in unmodified form.
A permanent metal protection grid is to be mounted at the air inlet side of the oil cooler against damage from outside.
- Clutch
Only original parts of the respective model (the deburring, addition or removal of material is prohibited). The transmission unit, master cylinder and slave cylinder as well as the hand lever to the clutch must remain in their original condition.
Apart from the standard converter drive plate, BMW part number: 2121 2 333 262, a modified version can be purchased from the BMW Motorrad BoxerCup organisation. These are expressly recommended for the Daytona race.
- Gears / drive
The casing of the original gearbox of the respective model is to be used. The addition or removal and deburring of material is prohibited.
All screws for oil outlet screws, oil inlet screws and connection pipes for the oil cooler circulation system must be secured with a firm metal wire to prevent accidental opening (no clips).
The gearbox elements used must be used as original components of the respective model. No treatment is permissible. The number of gears and the gear ratio must be maintained in their original condition. The number and the dimensions of the gear bearings must be maintained in their original condition. All seal elements must be maintained in their original condition. Lubricants authorized by the manufacturer must be used without additives. It is also permitted to use the technically perfected standard gearboxes from model year 2004 in vehicles of earlier model years.

– Gear changer/ external gear shift kinematics

In addition to the use of the entire gear shift mechanism, outside and inside, in standard condition, the following is also alternatively permitted to adapt the gear shift system to racing conditions:

Altering the gear lever to the opposite direction with respect to the standard gear shift by:

- retaining the original gear lever; the mounting of the original gear lever on the frame can be altered providing the external dimensions of the system are preserved
- retaining the standard condition from the entry of the gear shift shaft into the gearbox
- releasing the outer mechanism between the foot lever and the gear shift shaft to reverse the gear shift direction.

An additional ready kit is available for a fee. Additional add-on parts must be bolted to existing mounting points etc. of the surrounding original parts. Welding to serial production parts is not permitted.

– Power transmission / rear axle drive

The elements of the power transmission (cardan shaft) from the exit point of the gearbox to the rear axle gears must be in their original condition.

All screws for oil outlet screws, oil inlet screws, connection pipes for the oil cooler circulation system must be secured with metal wire to prevent accidental opening.

The casing and bearing elements, cogs and resulting final drive ratio, seals, screw connections, etc. of the secondary drive (rear axle) must be in their original condition. Lubricants authorized by the manufacturer must be used without additives.

The gear ratio (tooth number) is set to 33/12. Dimensions and weights of the parts must correspond to the original parts (see workshop manual and manufacturer's guidelines). The gear tooth play is unrestricted. But please see manufacturer's recommendation.

For the race in Daytona an altered rear axle gear ratio (33/13) is permitted and expressly recommended. This can be purchased from the BMW Motorrad BoxerCup organization.

The BMW Motorrad BoxerCup organization is responsible for approval of the gear ratio (tooth number).

– Exhaust system

Exchange of the original exhaust system with the system included with the racing kit (see also: 'Injection and ignition'). The single suction system (Laser 1-2 BoxerCup racing exhaust, part number 84.7001) is permitted, as used in the BMW Motorrad BoxerCup 2001 and 2002, alternatively the dual suction exhaust system (Laser Twin Oval 2-2 BoxerCup racing exhaust, part number 96.7007 may be used. Order using the order form attached. Other exhaust systems are not permitted.

3. Running gear / vehicle in general

The frame number and the model plate must be easily visible and legible.

The following must be removed:

- the stands
 - the indicators (covers are supplied with the kit)
 - the horn
 - the rear view mirror
 - the passenger footrests incl. extensions
 - the number plate holder and rear light block
 - the headlamp
 - the speedometer (covering with adhesive film is permissible), but not the tachometer
 - the central panel section, an adjustable front cover is supplied with the racing kit
- Footrests
Only original metal footrests. The minimum length can be reduced to 65 mm. All edges must be rounded. The existing rubber support must still remain at approx. 2/3. It is permissible to treat the surface by roughening.
- Appearance of start numbers
The digits of the start numbers must display sufficient contrast to the background on which they are mounted.
The prescribed positions are:
- on the cover behind the seat to the right and left
 - in the centre of the middle section of the fairing below the front screen fairing (sufficient view must be ensured)

The choice of font is unrestricted but in their form and design the numbers must ensure easy legibility from an appropriate distance

Guide to dimensions for the digits:

Minimum height: 14 cm

Minimum thickness: 2.5 cm

Minimum width: 8 cm

Minimum distance between digits: 1.5 cm

- Fuel tank
Only as original part of the respective model with all components and inner parts. Any modification to the fuel tank opening is prohibited. The use of retention foam for the entire volume of the tank is obligatory. The fuel tank ventilation outlets must end in one or more firmly attached collection containers with a capacity of at least 125cm³. The containers must be mounted beneath the seat or trim so that they are not visible from outside (e.g. instead of the toolkit).
- Seat
The seat must be in its original condition. Thinning out and removal of upholstery is not permitted. Slight addition of upholstery is permitted provided the original silhouette of the seat is largely maintained. The seat covering is unrestricted in design, though the colour must be the same as the original seat cover. The relevant decision on the approval of measures in this area is taken by the BMW Motorrad BoxerCup organization or the appointed technical inspector.

– Fairing /bodywork

All body parts remaining on the vehicle must be in line with the standard condition as regards material and form. Unless the BMW Motorrad BoxerCup organization has approved other corresponding parts The fairing screen must be rounded off on its outer edges. A raised touring windscreen of the R 1100 S model (original BMW part Nr. 4663 2 328 359) is optionally approved.

– Engine covers

The use of the engine covering supplied with the kit is obligatory. It must contain two holes of 25 mm diameter. These openings are to be closed by a stopper or similar in dry weather and must be opened if the weather is wet. The lower edge of all other openings must be located at least 50 mm above the trim base. Independently of this, the engine cover must take at least 5 litres of fluid when the motorcycle is horizontal when the above mentioned openings are closed.

– Handlebars

Only original handlebars. The hand levers must be original parts of the respective model. The use of original hand panels is compulsory. All operating parts and handlebar controls such as kill switch etc. must be retained in their original condition and fully functional. In addition to the original grip rubbers, all those of the relevant type from the original BMW Motorrad parts program are permitted. The ends of the handlebars can be relocated downwards on the fork beams. Professional attachment is required. The steering lock and freedom of movement must not be impaired. Driving safety must be ensured.

– Front forks and shock absorbers

Chassis version 1:

Original BMW parts must be used. As an alternative to the standard strut it is permitted to use the BMW sports chassis strut (model numbers 3142-2335.773 / already included in models with sports running gear special equipment item). It is recommended that additional rubber stand supports are used on the stand tubes at the height of the triangular guide of the telelever, in order to restrict the turning angle of the steering mechanism and thereby protect the front frame.

Steering damper

(already included in vehicles equipped with the sports running gear special equipment item)

The use of the steering damper is obligatory; part number 3142-2314970

Additional holders and attachments:

3142-2314993	3142-2314995
3142-2312711	0711-9936441
0711-9932121	0711-9901029
3142-2310989	3142-2330371
3142-2314991	0711-9900623
3142-2330501	3142-2314970
3142-2330490	

Rear shock absorber/Rear diagonal tie

Only a shock from the BMW Motorrad parts range is admitted for use for each motorcycle model approved for participation in the general special equipment / accessory range of BMW Motorrad.

This means that only the two sport shocks, part number 3353 7660 624 (max. length = 310mm) and part number 33 53 2335 774 (max. length = 318mm) are permitted. These may be combined at will with the strut of the paralever part number 33 17 2314 179 (length 365mm).

Chassis version 2:

The complete running gear of the model R 1100 S BoxerCup Replika 2004 can be used as an alternative to the running gear variants described above. It is also obligatory to use the steering damper here. The individual running gear variants cannot be combined. The BMW Motorrad BoxerCup Organization offers retrofit kits for variant 2 for payment. All running gear components must be used in the originally installed position with the original screws. It is particularly impermissible to "push through" the fork beams.

- Wheel rims
Expressly original parts on front. Obligatory rim width at rear 5.50 inches, original BMW sports running gear, part number 3631-2335284 (already included in models with sports running gear special equipment item). Polishing of rim surfaces of the outer rim edge up to the spoke base is permitted, removal of material beyond this point is prohibited.
- Front mudguard
Only original part.
Mounting:
It is permissible to increase the height of the front wheel by 10 mm to improve the freedom of movement. Professional assembly and alteration of the fixing device is necessary.
- Brakes
In all cases, a motorcycle must be used without ABS. The brake units at front and rear must remain in the original condition of the respective model. The type of brake fluid used can be freely selected (recommended: DOT 5 Castrol). The brake pads must be original parts of the respective type. For vehicles built in 1999 and 2000, the original brake system including stanchions of subsequent model years may be used without modification. The screws of the brake calipers must be fixed at front and rear with the aid of a strong safety wire (no clips). It is necessary to exchange the original brake tubes for steel coated brake lines ("Stahlflex"). Two separate tubes must be fitted between the main cylinder and the two brake calipers (no interim T-section to be used).
- Tyres
The tyres must be of the METZELER brand and must have the following dimensions: front 120 x 70 R17 and rear 180 x 55 R17.
The following variations and mixtures are permitted:
 - dry tyres
 - dry tyres, soft
 - intermediate
 - rain tyres

The use of electrically operated heated covers is permitted within the BMW Motorrad BoxerCup paddock at each event. Outside the BMW paddock (pre-start, pit lane, start line-up etc.) the use of heating covers may only be used for insulation purposes (not even as a storage battery) without electrical power.

– Central frame

The central frame must remain in its original condition. In case the attachment points between the central frame and the rear frame are damaged, the professional repair of these points is permitted and must be inspected and approved by the technical inspection commissioner. A repair kit is available from the organizer at cost price. The rear frame is to be used as an original part. The support brackets on the rear frame can be changed. Riding safety must always be ensured.

4. Extra equipment

Data transmissions from the rider or motorcycle to the team / box and radio as well as running gear and engine data recording or storage and retrieval during or after the training / race are not permissible.

For use by BMW-VIP riders / motorcycles that can be used outside the points system, BMW reserves the right to use data collections and recordings for test purposes and for the exchange of experience and to use changes of a general nature for the purpose of a test phase.

5. Modifications

Any modifications which are not mentioned in the present regulations are deemed as not admissible. The BMW Motorrad BoxerCup Organizers or the appointed technical inspector reserve the right to forbid the participation in the competition of any motorcycles which do not accord with the present regulations or which represent a danger to riders for other reasons, such as provisional assemblies, unprofessional repairs etc., by means of a technical inspection. It should be noted that both the motorcycles used in the BMW Motorrad BoxerCup and the elements contained in the racing kit are not covered by the standard, contractual BMW guarantee. In the case of any irregularities with respect to the interpretation of the present technical regulations, it is expressly recommended that participants contact:

Mr. Arno Trabesinger, WWP
Mr. Berthold Hauser, BMW Motorrad

Munich, November 17th 2003

Errors and omissions excepted, subject to alteration.

WWP Weirather-Wenzel & Partner S.L.
Attn Gemma Roura Serra
Passeig de Gràcia 16, 8º
E-08007 Barcelona
Fon: +34-93-306 34 50
Fax: +34-93-306 34 45
E-mail: groua@wwp-group.com

For: WWP (via BMW subsidiary / importer)

Exclusion from liability and declaration of participation in the BMW Motorrad BoxerCup 2004

Recognition of the motorsport laws of the FIM / UEM / AMA, the regulations, stipulations and conditions.

We hereby apply for a starting place at the BMW Motorrad BoxerCup 2004. In case of acceptance, we hereby recognise the conditions of the competition of the BMW Motorrad BoxerCup 2004. I am aware of their contents.

Exemption from liability

I have in particular taken note of the provisos contained under item 8 of the regulations. I am therefore aware that neither BMW AG, nor the organizer, the local organizers, nor any companies or persons involved in the implementation of the cup are liable for any damage, direct or indirect, including consequent damage. Liability as a result of intent or gross negligence is excluded from this exemption.

Declaration

The BMW AG, the contracted organizers and the participating sponsors are authorized to use the racing results, images and recordings, names of riders, teams and applicants, without additional payment, for publicity purposes. The participant in the BMW Motorrad BoxerCup 2004 hereby expressly agrees to surrender any digital and analogue image rights with respect to his person, team etc. to the organizer of the BMW Motorrad BoxerCup 2004.

Official name of the team:

Rider:.....

Place / Date:

Name / signature:

Submission of nomination only possible up to 07-01-2004, though this does not automatically secure a starting position.

WWP Weirather-Wenzel & Partner S.L.
 Attn Gemma Roura Serra
 Passeig de Gràcia 16, 8º
 E-08007 Barcelona
 Fon: +34-93-306 34 50
 Fax: +34-93-306 34 45
 E-mail: groua@wwp-group.com

Order form for an exhaust system

We hereby order for a BMW R 1100 S for participation in the BMW Motorrad BoxerCup 2004:

	€	€
<input type="checkbox"/> LASER exhaust system Laser 1-2 BoxerCup racing exhaust, part number: 84.7001 (muffler + sport collector) complete	275,—
<input type="checkbox"/> LASER exhaust system Laser Twin Oval 2-2 BoxerCup racing exhaust, part number.: 96.7007 (muffler + sport collector) complete	425,—
Postage and packing	30,—	_____
	+19% VAT
	Total

I am aware that my order will be processed subject to payment to:
 JAMA Engineering B.V.Louis Pasteurstraat 12 NL-3261 IZ Oud-Beljerland
 by cash-on-delivery or credit card.

Credit card:.....valid until.....
 Card number:.....
 Team:
 Name of company.....
 Delivery address:
 VAT No.
 Name of company.....
 Invoice address.....
 VAT No.

Please write legibly in capital letters.

Signature / Date:

Notice of authorization WWP

WWP Weirather-Wenzel & Partner S.L.
 Attn Gemma Roura Serra
 Passeig de Gràcia 16, 8º
 E-08007 Barcelona
 Fon: +34-93-306 34 50
 Fax: +34-93-306 34 45
 E-mail: groua@wwp-group.com

Order form for team clothing

We hereby order in accordance with the regulations of the BMW Motorrad BoxerCup 2004 four sets of the official team clothing in the following sizes:

- 1st set: S M L XL XXL
- 2nd set: S M L XL XXL
- 3rd set: S M L XL XXL
- 4th set: S M L XL XXL

In addition we request the delivery of the following complete sets of clothing (max. two further sets) at charge (€ 250.- plus VAT, incl. Postage and packing for each set)

- 5th set: S M L XL XXL
- 6th set: S M L XL XXL

One set of clothing comprises:

- 1 Fleece-Shirt 1 Jacket 1 Vest
 - 4 Polo-Shirts 2 Shirts
- (as of September 2003)

Credit card:valid until.....

Card number:.....

Team:

Rider

Name of company.....

Delivery address:

VAT No.

Name of company.....

Invoice address.....

VAT No.....

Please write legibly in capital letters.

Signature / Date:

Notice of authorization WWP

WWP Weirather-Wenzel & Partner S.L.
Attn Gemma Roura Serra
Passeig de Gràcia 16, 8º
E-08007 Barcelona
Fon: +34-93-306 34 50
Fax: +34-93-306 34 45
E-mail: groua@wwp-group.com

Request form

We hereby order an instruction for the measurement of a BMW leather suit

Colours: white / blue white / red white / green white / yellow

Quantity:

Price	1. suit	€ 1,075.—
	each following suit	€ 945.—
	+ 16% VAT	€
	total	€

Credit card:valid until.....

Card number:.....

Team:

Rider

Name of company.....

Delivery address:

VAT No.

Name of company.....

Invoice address.....

VAT No.....

Please write legibly in capital letters.

Signature / Date:

Notice of authorization WWP

WWP Weirather-Wenzel & Partner S.L.
 Attn Gemma Roura Serra
 Passeig de Gràcia 16, 8º
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Order form for leather boots and gloves

In order to participate in the BMW Motorrad BoxerCup 2004 we would like to order:

Leather boots:

Size/Quantity:

Size/Quantity:

Size/Quantity:

Size/Quantity:

Size/Quantity:

Price w/o VAT € 90,—

Gloves:

Size/Quantity:

Size/Quantity:

Size/Quantity:

Size/Quantity:

Size/Quantity:

Price w/o VAT € 40,—

Credit card:valid until.....

Card number:.....

Team:

Rider

Name of company.....

Delivery address:

VAT No.

Name of company.....

Invoice address.....

VAT No.....

Please write legibly in capital letters.

Signature / Date:

Notice of authorization WWP