

DMSB Technical Regulations for the DMSB Circuit Racing Cup (DRC) 2025

The following regulations are intended to allow modifications to a homologated motorcycle in the interests of safety and improving competition between different motorcycle concepts.

Anything not expressly permitted and described in the following regulations is prohibited.

Superbike motorcycles require FIM homologation or DMSB homologation for the Pro Superstock 1000 class. All motorcycles must comply in every respect with the following Technical Regulations and the Technical Regulations for Road Racing (see DMSB Motorcycle Racing Handbook, Orange Section), unless a deviation is already noted on the homologated motorcycle ex works.

Unless otherwise specified, the appearance of Superstock motorcycles must correspond to the homologated form (as originally produced by the manufacturer) from the front, rear, and in profile.

The DMSB reserves the right to approve parts submitted retrospectively by manufacturers and/or approved by the FIM only in the following year or by bulletin.

Technical regulations for the series

1.1 Overview of the advertised groups/classes and approved vehicles

Pro Superstock 1000 Cup:

Aprilia RSV4 (1000cc&1100cc)

BMW S1000RR K46 from 2015 (but without HP4Race)

BMW S1000RR K66

BMW S1000RR K67

Honda CBR SC59 from 2015

Honda CBR 1000 SC77 (also SP)

Honda SC 82 (also SP)

Kawasaki ZX10R from 2016 (also SE, RR)

Yamaha R1 RN32 (also M)

Yamaha R1 RN49 (also M)

Yamaha R1 RN69 (also M)

Ducati V4 (alsoR)

Vehicles approved exclusively for guest starts:

Suzuki GSX-R1000 AL7

Suzuki GSX-R1000R

Other brands and models on request

1.2 Driver equipment

Wearing one-piece leather suits in accordance with DMSB technical regulations for road racing is mandatory. The use of a back protector (integrated into the leather suit or as an accessory) is mandatory. In addition, the use of an airbag system (integrated into the leather suit or as an airbag vest) is mandatory. Furthermore, a helmet in accordance with DMSB protective helmet regulations must be worn.

1.3 General regulations, permitted modifications and installations

Work may be carried out that is part of normal vehicle maintenance or serves to replace parts that have become damaged due to wear and tear or an accident.

Modifications and installations may only be carried out within the scope specified below. Parts damaged by wear and tear or an accident may only be replaced with identical parts.

After initial homologation for a motorcycle, it may be used for a maximum period of ten years or until the homologated motorcycle no longer complies with the technical regulations.

1.4 Minimum vehicle weights and ballast

170 kg / 175 kg – determined including all fluids necessary for driving, pending on the bike as shown in attachment.

The position of any ballast is freely selectable, but must be secured with screw connections.

1.5 One motorcycle rule

Applies for the entire duration of an event.

Only one motorcycle may be presented for technical inspection and used. Exceptions may only be made by the technical commissioners, e.g. in the event of frame damage or other irreparable defects during an event. In this case, further participation in the competition will be as a guest starter.

1.6 Start numbers

All start numbers must be clearly legible and affixed to the front (1 x in the center or 1 x on each side) and at least once on each side of the motorcycle.

The design of the start numbers is optional, subject to the following requirements:

- White background
- Digit height at the front: 140 mm
- Digit height on the side of the wedge/fairing 120 mm (optional 1 hump
seen from behind in the direction of travel 120 mm)
- Contrast and legibility must be ensured

The final decision on the admissibility of the start number design is made by the technical commissioners.

Start numbers are assigned in the range from 1 to 99.

1.7 Noise regulations

The maximum permissible noise limits are 102 dB(A). A tolerance of +3 dB(A) is granted during the final inspection.

The use of sound-absorbing components is permitted.

1.8 Advertising on driver equipment/competition vehicle

In accordance with the DMSB regulations for start numbers and advertising on vehicles, mandatory advertising on competition vehicles is required. See Appendix 1 of this announcement.

The following special advertising regulations apply to driver equipment. See Appendix 1 of this announcement.

1.9 Safety equipment

Vehicles must be equipped with the following safety equipment:

Oil filler plug / oil drain plug / oil filter

must be secured against accidental rotation with wire. The wire must be under tension and twisted to a fixed part of the engine or frame. Split pins / cable ties and combinations thereof are not permitted.

Chain tensioner

The lower chain run must be secured with a GBRacing chain fin – the sprocket cover may be removed. The upper chain run may be free if a verse protector is installed on the footrest system. The sprocket cover may be removed. The chain fin is not required for under-swing arms.

Emergency stop

There may only be one red button in the handle area, which must be marked as “emergency stop.”

Safety rear light

All motorcycles must be equipped with a functional red rear light that is attached to the rear of the machine and must be used in accordance with DMSB road racing regulations.

Hoses and lines

may be covered to protect them from the effects of a crash or replaced with accessory hoses with metal inserts. The type of routing must correspond to that of the series, unless the regulations specify otherwise for the components in question.

1.10 Fuel

Only commercially available unleaded fuel that complies with FIM fuel regulations and is available at gas stations may be used. Any additives are prohibited.

1.11 Transponder

Each motorcycle must be equipped with a transponder holder for standard AMB-T

2. Special Technical Regulations

2.1 Engine

Any mechanical modification of the engine, changing the timing with original camshafts and kit head gaskets is prohibited.

The engines may be sealed before the season after performance measurement has been carried out. The engines must be prepared for sealing before the first event. The seals may not be removed without the permission of the technical commissioners.

Engines may only be changed after prior notification to the series organizer.

Engine covers must be secured against damage with the available GBRacing engine protection covers and replaced after a crash.

2.1.1 Exhaust system

Exhaust systems may be freely selected. However, only systems that can use a dB-Eater are permitted. A dB-Eater must be carried at every event.

2.1.2 Cylinder head, valve train, and gaskets

Must remain in original condition with OE materials. Even after any repairs, the compression must not exceed the OE value.

Approved for ZX10R and RR:

Intake funnel MWR-VS-410/420 or funnels to be operated with MEKTRONIK.

Head gaskets 11004-0802 (0.5 mm) to 11004-0779 (0.85 mm)

Camshaft kit: 49118-0977 (intake) 49118-0978 (exhaust)

Approved for Yamaha:

Camshafts B3L121708000 (intake) B3L121808000 (exhaust)

Camshaft drive wheel B3L121767000

Valve spring set 2CRA2107200

Intake kit B3L1440B8000

2.1.3 Cooling

The thermostat valve and electric fan may be removed, but the fan may also be replaced with a larger one. The water pump must remain in its original condition. Radiators for water, oil, or both may be replaced with radiators that fit the silhouette of the fairing (Febur/H2O). Radiator grilles may be used.

Only water may be used as engine coolant.

2.2 Power transmission

The secondary transmission ratio may be freely selected within the range of the original adjustment options. The chain pitch must not be smaller than type 520. Sprockets may be made of aluminum or steel; the sprocket carrier must remain in its original condition or fit the respective accessory rim as originally supplied by the manufacturer.

2.2.1 Clutch

The material and manufacturer of the friction and steel discs may be freely selected; clutch springs may be replaced. Slipper clutches are permitted.

2.3 Brakes

The brake system may be modified with regard to the brake pump, brake lines, brake discs, brake pads, and brake pistons.

The rear brake fluid reservoir may be replaced with a hose.

Brake calipers and their seals may not be modified.

The front brake lines for the two front brake calipers must be branched above the lower triple clamp.

An AirDuct system may be used to reduce the temperature of the brake caliper.

The installation of a remote adjuster for the brake lever is permitted. In addition to the foot brake lever, the rear brake may be operated by an additional thumb brake.

The rear brake may be moved downwards by modifying/replacing the caliper mount and, if necessary, the caliper to ensure easier wheel changes. For this purpose, the chain adjuster may be drilled and screwed to the brake caliper mount.

2.4 Foot controls

Footrest systems from GYTR (Yamaha) and LSL, with adapters to extend the adjustment options if necessary, are permitted, as are BMW types K66 and K67 models may be equipped with all footrest systems available on the market.

Footrest systems from Herzog Racing, with adapters to extend the adjustment options if necessary, are permitted, Kawasaki ZX10R from 2016 onwards (also SE, RR). Bulletin 01 2024.

2.5 Steering

Handlebar stubs, handlebar tubes, and clamps must remain as original or can be replaced with parts from GYTR (Yamaha), LSL, or Alpha Racing (BMW).

Handlebar tubes must be closed at the ends with handlebar ends, and a GYTR (Yamaha), LSL, or Alpha Technik (BMW) brake lever guard must be installed on the right handlebar end.

The minimum steering angle must be 30 degrees, and there must be sufficient clearance—a minimum of 30 mm must be maintained between the handle and all other parts of the vehicle at every steering angle.

On Kawasaki models, steering head inserts in accordance with Appendix 2 may be used.

Clutch lever guards and replacement levers from LSL may be used. Short-stroke throttle grips are permitted.

2.6 Chassis

Shock absorbers may be modified or replaced with replacement shock absorbers. All components are freely selectable without brand restrictions.

Forks may not be replaced, but the internal chassis components may be replaced or subsequently modified and reworked. This also includes the cap. The fork foot must remain in its original condition, but the inner fork tubes may be coated.

Swingarms and fork feet may be covered with protective covers (e.g., carbon).

On the Yamaha YZF-R1/R1M (RN651/655) model, the swing arm at the rear of the wheel axle mount may be extended from 64 mm to a maximum length of 80 mm, as shown in Appendix 3.

2.6.1 Axles

Only the original equipment axles of the respective vehicles are permitted.

Chain tensioners may be replaced. Wheel sleeves may be replaced with HEL sleeves and other cone-shaped sleeves that facilitate wheel changes. Bobbins and other stand mounts may be installed. Axle protectors and crash pads are permitted. Approved rear wheel change devices must be obtained from the series organizer.

2.7 Rims and tires

Only the original equipment wheels and accessory aluminum rims of the respective vehicles are permitted. Rims made of composite fiber materials may only be used if they correspond to the delivery condition of the vehicle.

A total of six tires are available for qualifying and racing per event weekend; any tire damage is explicitly not excluded from this rule.

Dry tires: Pirelli Diablo Superbike 125/70 R17 / SC1 and SC2

 Pirelli Diablo Superbike 200/65 R17 / SC0 and SC1

 The tires must be marked with "IDM" & "Eventsticker" on the LEFT sidewall.

Rain tires: Pirelli Diablo Superbike 120/70 R17 / SCR1

 Pirelli Diablo Superbike 200/60 R17 / SCR1

 The tires must be marked with "IDM" tire stickers on the sidewall.

Tire warmers may be used on all tire types.

2.8 Fairings

Vehicles must be equipped with a racing fairing with a closed front end; the material is freely selectable. Any liquids that escape must be collected. The front end must be equipped with two holes at least 25 mm in size, which must be closed with rubber plugs.

The rubber plugs may only be opened in the event of a “wet race.”

The lower part of the fairing must be designed so that, in the event of engine failure, at least half of the total oil and coolant capacity of the motorcycle can be collected (at least 5 liters).

Fairing brackets and rear frames may be replaced with aluminum or composite fiber accessories. Frame protectors are permitted. Tank covers may be used.

Replacement tank caps without locks are permitted if their tank closure forms a flat surface.

2.9 Ignition and mixture preparation

The following are permitted:

- Kit control units and corresponding kit wiring harnesses
- Ignition/injection modules (e.g., Power Commander)
 - Flash and reprogramming of the OE ECU
- Accessory air filters must be blocked/sealed/removed/programmed out of the secondary air systems and carbon filters. Variable intake systems may be replaced by fixed funnels; the airbox must remain original.

2.10 Electrical equipment

The following are permitted:

- Traction control
- Shift assist
- Replacement elements for grip switches
- Switch instead of ignition lock
- Laptimer with GPS function
- Pit limiter
- Lightweight battery
- Modification of the original wiring harness
- Modification of the original control unit (flash)
- Linear sensors at the front and rear
- Brake pressure sensors at the front and rear
- Wheel speed sensors
- Tire pressure sensors
- Throttle valve sensor
- Dashboards for kit electronics, if required by the manufacturer

For Kawasaki:

MEKTRONIK – Kit – Electronics.

2.11 Mandatory modifications

The following components must be removed:

- License plate holder
- Lighting equipment
- Side stand
- Original fairing
- Rearview mirrors
- Passenger footrests

2.12 Technical specifications for guest starters

Guest starters may also start with vehicles that do not fully comply with these regulations due to the special provision in Art. 5.1(c). However, the following points are binding:

- Safety equipment in accordance with Art. 1.9
- Start numbers in accordance with Art. 1.6
- Tires and rims in accordance with Art. 2.7
- Mandatory modifications in accordance with Art. 2.11

2.13 Camera / camera mounting

The use of cameras is generally only permitted during free practice. These must be double-mounted (e.g., pad + wire rope) and presented at the technical inspection.

Use outside of free practice sessions will only be approved by the series organizer in exceptional cases.

2.14 Miscellaneous

All screws may be replaced with light alloy screws. Axles and brake caliper mountings are excluded from this.