

2021 QUATTRO GROUP BRITISH SUPERSPORT/GP2 CHAMPIONSHIP – MCRCB/MSVR “NEXT GENERATION” SUPERSPORT PROJECT - CHRONOLOGICAL REPORT. Issued 24/06/21.

November 9th 2020:

- MSV, DWO and FIM announce the collaboration for the development of the Supersport class technical regulations
- MCRCB/MSVR appoint Scott Smart as technical lead. Paul King MCRCB Director appointed as Technical Auditor.
- Triumph lodge expression of intention to participate in 2021 Quattro Group British Supersport Championship under the “Next Generation Supersport” programme.

November - December 2020:

- Together with Triumph define base control hardware kit (electronics) and machine specifications.

January – February 2021:

- RE Engineering (Italy) engine dyno facility establish reference parameters
- RE Engineering and Mectronik develop the base engine mapping in collaboration with Triumph and MSVR.

March 2021:

- Confirmed and published MCRCB/MSVR approved parts list.

April 28th – 29th 2021:

- First multi bike test at Silverstone
- Triumph machines run in unrestricted format to check all systems
- BSB Technical Control partner Dynojet dyno used to test range of BSS bikes in track specification
- Machines included multiple specifications of Yamaha R6, ZX636, ZX-6R
- These machines to be used as the reference engine performance markers

May 4th – 6th

- Snetterton test
- No meaningful on track data due to weather
- Initial performance balance maps developed
- Analysis of these maps carried out post test

May 19th 2021:

- Oulton Park test
- Track test of balanced engine maps

June 1st 2021:

- Knockhill - acquisition of long run data
- Kyle Smith crash on Day 1 sustaining injury.
- Brandon Paasch sole rider for remainder of event
- Post event analysis of performance parameters

June 8th 2021:

- Final test at Donington
- Good track conditions
- Brandon Paasch sole rider
- Reference runs of all nominated machines take again including partial throttle runs to ensure measurement of max power/torque points
- Further analysis post event
- Graphing of balance for visualisation
- Refinement and finalisation of balanced maps
- Lockdown of engine maps, review agreed between all parties at the end of event
- MCRCB sign off

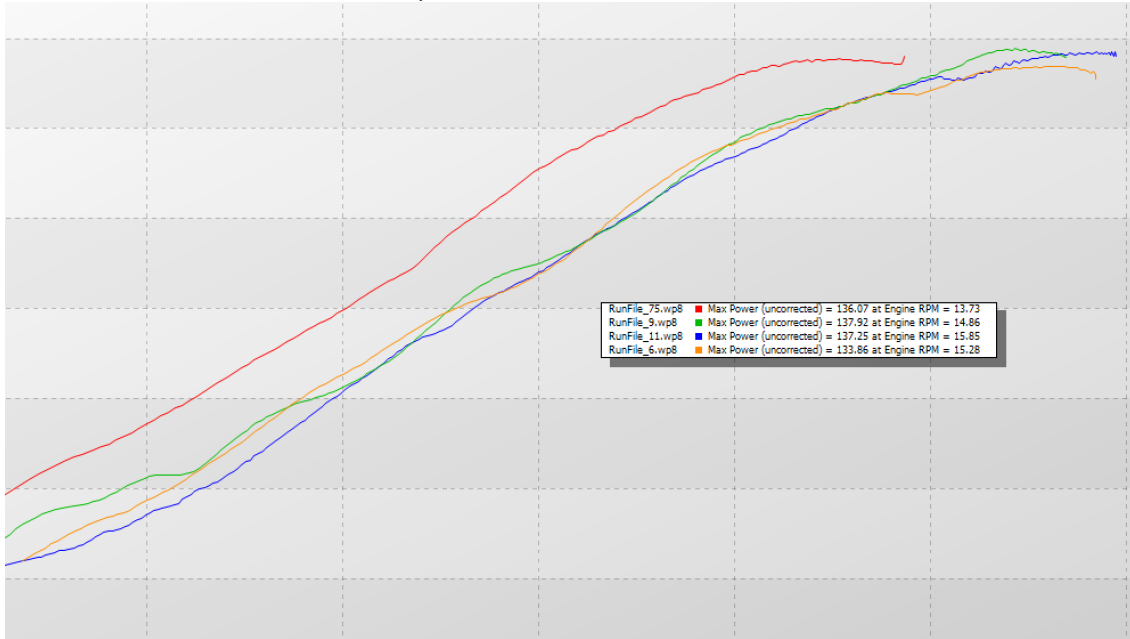
Events:

- Reference machines and Triumph machines will have runs recorded at each event for reference
- Next review will be at the conclusion of Round 4 Thruxton July 30-Aug 1.



Relevant Images:

Dyno runs as displayed on Dynojet Dyno showing obvious challenges directly comparing three different motorcycle architectures (3 different rev limits in this picture)



Same data normalised to the rev limiter:

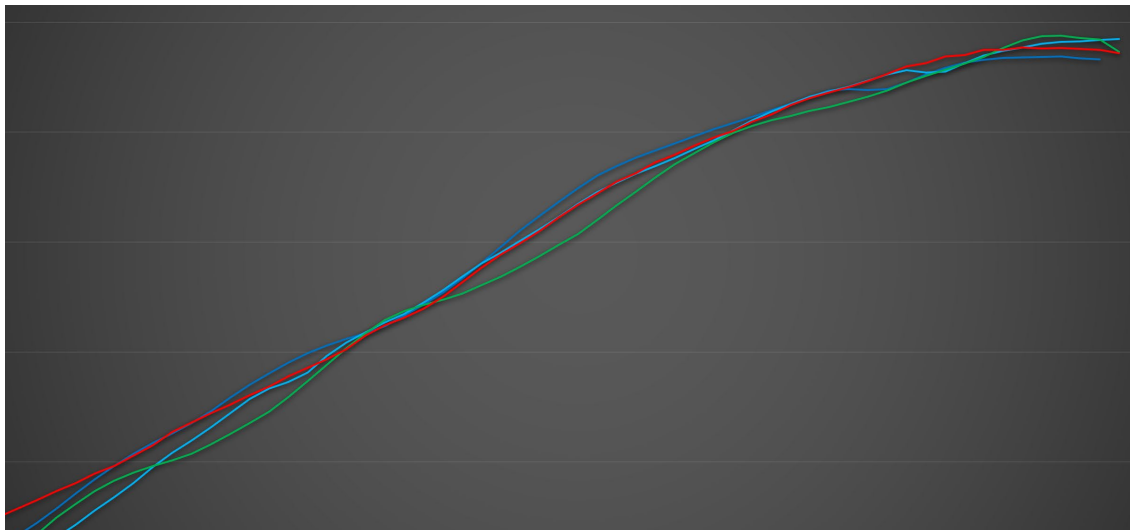


Illustration of change in Triumph:

