Belgian Twin Trophy – Open Belgian Championship

1. The General Rules of the BTT-OBC - Class SuperTwin

a) Licenses:

The rider who wants to participate to a BTT-OBK race must be in possession of a valid race license issued by a FIM recognized organization

1. For the Belgium riders this is the BMB-FMB license for the class "SuperTwin".
2. The foreign rider must be in possession of a race license issued by a from a National motor federation affiliated with the FIM and which allows the rider to participate to international FIM Open races (short track as well road races)

b) Specifications SuperTwin:

Allowed are 2 cylinder four stroke water or air cooled engines with max 4 valves/cylinder and a with total engine capacity of max 690cc

c) BTT profile and BTT membership

1. If a rider wishes to participate to a BTT-OBK race, then he/she must first create a BTT profile and deposit €40 (one time yearly membership fee) to the bank account of the HJ-RacePromo organization. On the BTT home page you have the button to create your BTT profile.
2. The rider must also sign and return to the BTT organization the "renunciation of recourse" document.

d) Races: the 2022 BTT-OBK championship counts 4 races (8 heats). The BTT organization has the option to organize a 5th race in August of September. This will be communicated in due time.

At every race there are at least 2 practice sessions of which at least 1 session will count as qualifying session.

e) Qualification session

1. Every rider must have at least done 3 timed laps in a qualification session.
2. His/her best lap time may not exceed the 115% of the average of the sum of the 3 best qualification lap times in his/her class to be allowed on the start grid of the race.

f) Transponder

1. The lap timing is done by means of a transponder. Every participant must make sure that prior to the start of the qualification session(s) he/she has a functioning and adequately charged transponder mounted on the motorcycle.
2. If you use your own transponder you have to submit the number of your transponder in your BTT profile and to the organization responsible for the timing of the race.

g) Points distribution

The points to gain per heat are:

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

h) Trophies – Price awards

The local race organization (i.e. Chimay) will provide trophies for the first 3 riders of the SuperTwin. They can decide to provide trophies per heat or only provide trophies at the end of the 2 heat. In the latter case the results of heat 1 & 2 are combined to define the trophy winners. At ex aequo of point it's the difference of total race time of the 2 riders which will be used as the determining factor.
The local race organization can also decide not the provide a podium nor trophies for a class in case there are less than 12 riders registered for the race.

The BTT organization – with thanks to his sponsors – will provide non-cash prizes to the first 3 riders of each heat. To receive their prizes the riders must show up at the end of the heat with their motorcycle at the BTT promo tent. In case that the BTT promo tent has not been setup then the BTT organization will inform the riders upfront where and when they will held the Prize giving awards.
In case that there have been less than 12 riders registered for a race, then there will only be a Prize giving award at the end of the 2 heat. The results of heat 1 & 2 are combined to define the prize winners. At ex aequo of point it's the difference of total race time of the 2 riders which will be used as the determining factor.

i) BTT Sponsors

To be eligible to receive the non-cash sponsor prizes the BTT riders must make sure that

1. the received sponsor stickers are clearly visible on their race bike
2. the received sponsor badges are clearly visible on their race leathers

j) Final Classification

The winner is the one with the most points. In case of tie at the end of the BTT-OBK championship the title goes to the rider with the most number ONE results. If the tie persists, the award will go to, in order, to the best place in the rankings of the last rounds of counting for the Championship

The FMB-BMB will distribute at the end of the Championship the title of "Belgian Champion 2022 in the SuperTwin class".

k) Remarks

In case of dispute of the "General Rules BTT-OBK" and/or the Technical Rules BTT-OBK" is only to the BTT organization who can make adjustments to the regulation.
If at any time during the BTT-OBK championship changes to the regulation are made, then this will happen via addenda and the riders will be informed ASAP via the BTT website that there is a new addendum to the BTT-OBK regulation.

l) Liability

The organization of the Belgian Twin Trophy cannot be held liable for emergencies that arise before, during or after the races.

m) Questions

Questions can be asked via info@belgiantwintrophy.be or via the contact form on the website www.belgiantwintrophy.be

n) Info on the BTT Organization

The organization of the Belgian Twin Trophy (BTT) is executed by **HJ-RacePromo vzw**
With the following bank account details
IBAN: BE88 7350 3770 9241
BIC: KREDBEBB
VAT: BE 0607.994.713

2. Technical rules Class SuperTwin

a) Class SuperTwin engine specifications:
Allowed are all 2 cylinder air or water cooled 4 stroke engines up to 690cc
Mechanical as well ECU tuning is allowed

b) Prototype
The use of a prototype bikes are allowed.
An allowed prototype is a motorcycle which is in conformity of the safety aspects of the BMB-FMB code which applies for the SuperTwin class.

c) Tires
The choice of brand as well the choice to use slicks is free.
Note: There is Dunlop challenge for those riders who are racing on Dunlop tires purchased at the BTT organization. Every heat there is €80 on vouchers to win.
The distribution is as follows: € 30 for the 1st, € 20 for the 2nd, € 15 for the 3rd, € 10 for the 4th and € 5 for the 5th

d) Tire warmers
The use of tire warmers is allowed

e) On board camera's:
The use of on-board camera is allowed if mounted on the inside of the bodywork. At the rear it is allowed to mount an on board camera on the bodywork.
The race director can always decide to forbid the use of an on-board camera.
In case of a dispute with regard to the mounting and/or using of an on board camera it is the responsible of the scrutineering who has the last say in this.
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f) The Belgian Twin Trophy applies the FMB-BMB general technical rules which can be found at https://fmb-bmb.be/sites/default/files/documents/2020/document-public/regtechwegrace_nl_2020.pdf

Important mandatory security items are:

1) Rear Safety Light
All motorcycles must have a functioning red light mounted at the rear of the machine. This light must be switched on any time the motorcycle is on the track or being ridden in the pit lane and the session is declared WET.

- Lighting direction must be parallel to the machine centre line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- The rear light must be mounted near the end of the seat/rear bodywork and approximately on the machine centre line, in a position approved by the

Technical Director. In case of dispute over the mounting position or visibility, the decision of the Technical Director will be final.

- Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0,6 - 1.8 W (LED).
- The output must be continuous – no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.
- Safety light power supply may be separated from the motorcycle.
- The Technical Director has the right to refuse any light system not satisfying this safety purpose.

2) Handelbars and handlebar levers

- Exposed handlebar ends must be plugged with a solid material or rubber covered.
- Solid stops, (other than steering dampers) must be fitted to ensure minimum clearance of 20 mm between the handlebar with levers and the tank, frame or other bodywork when on full lock to prevent trapping the rider's fingers.
- Repair by welding of light alloy handlebars is prohibited.
- All handlebar levers (Clutch, brake, etc...) must be ball ended. These ends must be permanently fixed and form an integral part of the lever.
- A brake lever protector must be mounted.

3) Fairing / Bodywork

- The edges of the windscreen fairing and bodywork should be rounded.
- The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine.

- The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- The lower fairing must incorporate one hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be opened only in WET conditions, as declared by the Race Director.

4) Noise restriction

The noise limit is set at 102 dB static (measured at 5500 rpm)
We will be notified in advance when there is a different noise restriction imposed by the local authority.

5) Fuel tank

The fuel tank must be filled with blast resistant material. (by preference with "Explosafe®").
Fuel tanks made of of composite materials (carbon fibre, aramid fibre, glass fibre, etc.) must have passed the FIM standards for fuel tanks.

The maximum allowed fuel capacity of the fuel tank is 24 litre.

6) Safety wiring
All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases).

7) **Chain protector** (shark fin) must be mounted

8) Helmets
The helmet must be conform to one of the recognised international standards

- For EUROPE: ECE 22 - 05 "P" (EUROPE) The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.
- Below the letter E, the approval number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior).

g) Numbers – Number plates and colours:
The numbers ranging from 01 till 999 are allowed. Note that for the BMB-FMB license holder his/her start number must be the same as indicated on his/her race license
Color plates: white background with black numbers
The size and colors of the numbers and number plates must comply with the BMB-FMB technical rules.

h) Technical inspection (scrutineering)
The motorcycle and riders protection gear have to be presented to the scrutineering team for inspection before the rider can participate to the qualification session.

i) Questions?
You can send your questions to: info@belgiantwintrophy.be or use the contact form on the website: www.belgiantwintrophy.be