



Belgian Twin Trophy – Road Race Challenge Edition 2024

1. The General Rules of the BTT-RRC

a) Licenses:

The rider who wants to participate to the **BTT-Road Race Challenge (BTT-RRC)** 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 “Twin”.
2. The foreign rider must be in possession of a race license issued from a National motor federation affiliated with the FIM and which allows the rider to participate to international road races listed on the FIM Open Calendar

b) BTT profile and BTT membership

1. The rider, who wishes to participate to the full BTT-RRC challenge, must first create a BTT profile at the BTT website and **deposit €1.100,-** (registration fee for the 4 races + BTT membership fee) to the bank account of the HJ-RacePromo organization. (the account info is published at the end of this document)

c) Calendar: the 2024 BTT-RRC counts 4 races (7 heats)

Note: the race at Horice is mandatory to participate to have your results of the other 3 races counted for the Road Race Challenge

- 1) Race 1 Hengelo (NL): May 11 & 12
- 2) Race 2 Hořice (CZE): May 18 & 19 “300 curves of Gustav Havel”
- 3) Race 3 Chimay (B) July 27 & 28 “Open Trophy”
- 4) Race 4 Frohburg (D) September 14 & 15

d) Qualification session

At every race there are at least 2 practice sessions.

To be allowed on the start grid of the race you must comply with:

- 1) You must have at least done 3 timed qualification laps.
- 2) Your best lap time may not exceed the 118% of the average of the sum of the top 3 qualification lap times in the class. **For Horice the limit qualification time is 115%** of the sum of the top 3 qualification lap times in the class.
- 3) Your qualification result will determine if you are qualified to start and to be placed in the maximum number of riders allowed at the grid.



i.e. 38 riders allowed to the qualification sessions but only 35 riders allowed in the race.

e) 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.

f) Points distribution

The points to gain per heat are:

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

Note: for the race at Hořice there are double points as the race consist of one heat only.

g) Trophies – Price awards

The BTT organization will provide trophies for the first 3 riders of the BTT-RRC Challenge. They can decide to provide trophies per heat or only provide trophies at the end of the 2nd heat. In the latter case the results of heat 1 & 2 are combined to define the trophy winners. At ex aequo of points it's the difference of total race time of the 2 riders which will be used as the determining factor.

The BTT organization can decide not to provide trophies in case there are less than 10 riders registered for the race.

f) Final Classification

The winner is the one with the most points. In case of tie at the end of the BTT-RRC challenge, then 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 BTT organization will distribute at the end of the 4 races of the BTT-RRC Challenge the title of “BTT-Road Race Champion 2024”.



h) Remarks

In case of dispute of the BTT-RRC rules it is only the BTT organization that can make adjustments to the rules.

If at any time during the BTT-RRC challenge changes to the rules 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-RRC rules.

i) Liability

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

j) Questions

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

2. Technical rules **BTT-RRC**

1) BTT-RRC SuperTwin engine specifications:

Allowed are all 2 cylinder air or water cooled 4 stroke engines up to max 690cc
Mechanical as well ECU tuning is allowed

2) Prototype

The use of a prototype bikes is 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.

3) Tyres

The choice of brand is free. Slicks are allowed.

4) Tyre warmers

The use of tyre warmers is allowed

5) 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.

6) The BTT-RRC applies the FMB-BMB general technical rules which

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) Handlebars 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 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 liter.

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 (sharkfin) must be mounted

8) Helmets

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

- For EUROPE: ECE 22 - 05 or the new standard ECE 22-06
- 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 or 06
Below the approval number is the serial production number. (Label on retention system or comfort interior).



9) 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

Colour plates: white background with black numbers

The size and colours of the numbers and number plates must comply with the BMB-FMB technical rules.

Note: For the race at Horice the colours are: white numbers on a light-blue background

10) 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.

11) Questions?

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

12) Info on the BTT Organization

The organization of the Belgian Twin Trophy (BTT) is executed by

HJ-RacePromo vzw

VAT: BE 0607.994.713

With the following bank account details

IBAN: BE88 7350 3770 9241

BIC: KREDBEBB