

TWINSERIES CUP

TECHNICAL REGULATIONS AACR 11T

2026

Version_July-24-2026

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Where is written “he” or “his”, it means also “she” or “her”.

TwinSeries Cup 2026 technical regulations:

Changes to the Version_Feb-10-2026 regulations are shown in bold and red.

Version July-24-2026

AACR 11T 1.0.1.m), n), o), p), q), r), s)

AACR 11T 1.0 GENERAL

Non-compliance with Technical Regulations:

During practices: If a motorcycle is found not to be in conformity with the Technical Regulations during or after the practices, its rider/team will be given a penalty by the Race Direction for the event such as a Ride-Through, a drop of any number of starting grid positions for the race, suspension and/or withdrawal of Championship or Cup points.

After a Race: If a motorcycle is found not to be in conformity with the Technical Regulations after a race, its rider/team will be given a penalty by the Race Direction such as a time penalty, or disqualification.

In case of a dispute of any of the following technical articles, the decision of the Alpe Adria Chief Technical Steward will be final.

Amendments to the Technical Regulations may be made at any time in order to ensure fair competitions.

The following rules are intended to permit races in the interests of safety and improved competition between various motorcycle concepts.

The TwinSeries Class is open to production-derived motorcycles or prototypes with handcrafted frames and 4-stroke, 2-cylinder engines, built or marketed since 1 January 2002.

AACR 11T 1.0.1 PROTECTIVE CLOTHING AND HELMETS

- a) Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.
- b) Linings or undergarments must not be of a synthetic material, which might melt and cause damage to the rider's skin.
- c) Riders must also wear leather gloves and boots, which with the suit provide complete coverage from the neck down.
- d) Leather substitute materials may be used, provided the Chief Technical Officer has checked them.
- e) Use of a chest and back protector is mandatory. (with or without airbag protection in the suit) and must be clearly marked with the following norms:
 - i. The back protector must comply with EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.
 - ii. The chest protector must comply with prEN1621-3 Level 1 or 2.
- f) The use of an Airbag System is compulsory:
 - i. The use of airbags on the FIM Airbag Category 1 or 2 lists is compulsory.
 - ii. The only mechanical Airbag systems allowed are those on the FIM Airbag Category 2 list.
 - iii. The airbag system must be compatible with the use of EN 1621 chest and back protectors, if not included in the airbag itself; in this case, the passive protectors must be certified according to EN1621-2 for the back protector and EN1621-3 for the chest and must mandatorily be used in addition to the airbag system.'

The Chief Technical Officer has the right to refuse any system not satisfying this safety purpose.

The updated list of FIM certified airbags can also be downloaded from www.fim-moto.com/en/documents.

- g) Riders must wear a helmet, which is in good condition, provides a good fit and is properly

fastened.

h) Helmets must be of the full-face type and must comply with one of the recognized international standards:

- Europe: ECE 22-05, ECE 22-06 (only "P" type)
- Japan: JIS T 8133:2015 (only type 2 "Full Face")
- USA: SNELL M 2015, SNELL 2020 D, SNELL 2020 R

Helmets with double D-Ring fasteners are highly recommended.

New FIM helmet standards [FRHPhe-01](#) and [FRHPhe-02](#) are highly recommended.

In 2027 helmets FRHPhe-02 are compulsory.

- i) Visors must be made of a shatterproof material.
- j) Disposable "tear-offs" are permitted.
- k) Only helmets with a valid and identifiable label will be accepted.
- l) Any question concerning the suitability or condition of the riders clothing and/or helmet should be decided by the Chief Technical Officer, who can, if he wishes so, consult the manufacturers of the product before making a final decision.
- m) **For safety reasons, it is strictly forbidden to fit cameras to helmets. Any rider entering the track with cameras fitted inside or outside their helmet will be penalised, at the discretion of the Race Director, with a fine or dropped five places down the grid during practice and disqualified during the race.**
- n) **Riders must present their protective clothing during Technical Inspections. It is the rider's duty and responsibility to ensure that their protective clothing complies with the preceding articles throughout the event. The use of non-compliant protective clothing on the track will be penalised with a fine. In the event of repeated offences, the rider will be disqualified or dropped five places down the grid.**
- o) **Checks on protective clothing may be carried out in the pit lane before the track in or in the parc fermé at the discretion of the Technical Stewards or the Race Director. The Race Director, in agreement with the Technical Director, has the authority to refuse entry to the track to any rider who is not wearing protective equipment or whose protective equipment does not comply with these regulations.**
- p) **If a motorcycle or rider is involved in an accident, then it is the responsibility of the rider to present helmet and clothing for re-examination.**
- q) **The Technical Stewards have the right to retain clothing and/or helmets that are found to be unsafe, returning them at the end of the event.**
- r) **Under no circumstances may the failure of the Technical Stewards, or of staff appointed by the Race Director, to carry out checks be considered a valid reason for using non-compliant protective clothing. No liability may be attributed to these parties.**
- s) **The entire AACR 0.1 may be the subject of a protest.**

AACR 11T 1.0.2 TECHNICAL CONTROL

- a) All motorcycles must be presented at the Technical Control with the lower fairing removed. The oil pan, oil drain plug, oil filler cap, oil filter and - if existing - oil radiator and oil lines must be clearly visible. Each rider may present a maximum of two (2) motorcycles at the Technical Control.
- b) All riders / teams must be prepared to disassemble their engines completely at the Parc

Fermé inspection. Therefore, all necessary tools and spare parts must be available.

- c) After a crash, the rebuilt motorcycle must be inspected before its use by the Technical Officers for safety checks and a new seal will be placed on the motorcycles frame.
- d) Helmets, back protectors and chest protectors which are in use during an event must be presented at the Technical Control.
- e) The Technical Inspection of motorcycles normally consists of a visual check of the safety requirements and visible technical characteristics of the motorcycles, as prescribed in the Class Technical Regulations. Under no circumstances may a failure to attend the Technical Inspection be considered as valid justification for the use of motorcycles that do not comply with the Technical Regulations.

RR 011T.1.1 DISCIPLINE SPECIFICATIONS TWINSERIES CLASS

The TwinSeries Class is open to production-derived motorcycles or prototypes with handcrafted frames and 4-stroke, 2-cylinder engines, built or marketed since 1 January 2002.

The categories included in the TwinSeries Class are as follows:

- TwinSeries 650 (TSC 650)
 - TwinSeries 1100 (TSC 1100)
 - TwinSeries Open (TSC OPEN)
-
- a) **TWINSERIES 650 (TS 650)** – This category includes motorcycles with air or water cooled, 4-stroke, 2-cylinder engines with a displacement of up to 650 cc with 3 or 4 valves per cylinder and up to 803 cc with 2 valves per cylinder that use engines from the following models: Suzuki SV650, Gladius 650, Kawasaki ER6-N and Z 650, Ducati SS 900, 796 and previous models using air-cooled 2-valve engines with narrow crankcases, Scrambler 800, Paton S1 650 (Kawasaki 650 engine), Moto Morini 650 (Kawasaki 650 engine), all Moto Guzzi 2 valve engines up to 850cc.
 - b) **TWINSERIES 1100 (TS 1100)** – This category includes motorcycles air or water cooled, 4-stroke, 2-cylinder engines with a displacement Engines from 904 cc to 1100 cc that use engines from the following models: Ducati, ST2, 1000 DS or 1100 DS and previous models using 2-valve engines per cylinder (**999 RS or 999 engines with aluminium sand-cast crankcases not allowed, as well as the use of Ducati 1098 and 1198 crankcases is not allowed.**); Moto Guzzi Griso, V11, Brevia 1100 e Sport 1200 using 2-valve engines with cardan transmission.
 - c) **TWINSERIES OPWN (TS OPEN)** – This category includes motorcycles air or water cooled, 4-stroke, 2 cylinder engine, 4 valve, with secondary drive chain up to 1000cc using engines from the following models: Aprilia RSV1000, Bimota SB8 (Suzuki 4v 1000cc engine), Ducati 748, 749, 848, 916, 996, 998, 999, ST3, Honda VTR1000, Suzuki TL 1000, SV1000, KTM 990. Air-cooled, 4-valve, twin-cylinder motorcycles with shaft drive up to 1400 cc using the following engine models: Moto Guzzi all models.

AACR 11T 1.2 MINIMUM WEIGHT

There is no minimum weight.

AACR 11T 1.3 STARTING NUMBERS / BACKGROUND COLOURS

The colours for starting numbers and background are free.

Starting numbers and background must be contrasting.

The sizes for all the front numbers are:	Minimum height	120 mm
	Minimum width	60 mm
	Minimum stroke	20 mm
	Minimum space between numbers	10 mm
The sizes for all the side numbers are:	Minimum height	100 mm
	Minimum width	50 mm
	Minimum stroke	15 mm
	Minimum space between numbers	10 mm

The allocated numbers & plates for the rider must be affixed on the motorcycle as follows:

- a) One on the front, either in the centre of the fairing or slightly off to one side.
- b) One, on each side of the motorcycle, the location for the number is on the lower rear portion of the main fairing near the bottom. Side numbers can also be placed on the swingarm. These must be clearly visible. Number plates can be used.
- c) Numbers must be centred on the background with no advertising within 25 mm in all directions.
- d) Numbers must be easily legible in a clear simple font and contrast strongly with the background colour.
- e) Backgrounds must be of one single colour and must be clearly visible around all edges of the number (including outline).
- f) A single outline is permitted, and the outline must be of a contrasting colour and the maximum width of the outline is 3 mm.
- g) Reflective or mirror type numbers are not permitted.
- h) Numbers cannot overlap.
- i) No motorcycle may enter the circuit if it does not meet the above regulations.
- j) Art. AACR 11T 1.3 cannot be subject to protest.

In case of a dispute concerning the legibility of numbers, the decision of the Chief Technical Officer will be final.

Riders participating in the TwinSeries class are identified by race numbers assigned as follows:

- TwinSeries 650 Category from 500 to 549
- TwinSeries 1100 Category from 550 to 599
- TwinSeries Open Category from 550 to 599

- k) Art. AACR 11T 1.3 cannot be subject to protest.

AACR 11T 1.4 FUEL

See AACR 0.5 FUEL

AACR 11T 1.5 TYRES

- a) Maximum number of tyres for each event:
 - i. There is no maximum number of tyres.
- b) The brand of tires is free.
- c) Tyres must be a fully moulded type carrying all size and sidewall markings of the tyres for

commercial sale to the public.

- d) Slick tyres are allowed in all classes.
- e) The tyres must have a DOT and/or E-Mark, the DOT and/or E-mark must be on the tyre sidewall.
- f) Any modification or treatment of the tyres (cutting, grooving) is forbidden.
- g) Wet tyres and intermediate tyres can be used only when the Race Direction has declared the race or practice "WET".
- h) Wet tyres must be a fully moulded tyre.
- i) Wet tyres do not need to carry a DOT and/or E-marks; however, these tyres must be marked "not for highway use" or "NHS".
- j) The use of tyre warmers and generators on the starting grid is **NOT PERMITTED**.

AACR 11T 2.0 ENGINE

The number of engines is free.

AACR 11T 2.0.1 ENGINE GENERAL SPECIFICATIONS

- a) All engines must have crankcases, cylinders and heads derived from a series-production engine, and components such as prototype crankcases, cylinders and heads are not permitted. The number of valves must remain the same as for the series model to which it refers.
- b) The clutch side, alternator side and water pump covers can be replaced with other handmade, or aftermarket covers.
- c) In the TwinSeries **1100 Category**, the engine crankcases can be replaced with others that are also Ducati standard parts: for example, low sump crankcases (**Ducati 1098 model crankcase are forbidden**).
- d) The tuning, machining and the adjustment and/or replacement of the internal components of the engines admitted to the class are free, but the maximum displacement must comply with the following points:
 - 1) **In the TWINSERIES 650 category**, the maximum permitted displacement is:
 - for 4-valve engines is **744 cc**. (The **Aprilia RS660 and Yamaha R7** engines must maintain their standard displacement without the possibility of increasing it).
 - for 2-valve engines, is **904 cc**.
 - 2) **In the TWINSERIES 1100 category**, engine capacity is free.
 - 3) **In the TWINSERIES OPEN category**, the maximum engine capacity allowed is:
 - **1000 cc** for water-cooled engines.
 - **1400 cc** for air-cooled engines.

AACR 11T 2.1 FUEL INJECTION SYSTEM / FUEL SUPPLY

Fuel injection system / fuel supply refer to throttle bodies, fuel injectors, fuel lines and pipes, fuel pump, fuel pressure regulator and intake tract devices (static or variable length).

- a) Fuel injection system / fuel supply is free. The diameter, the type and brand of the carburetors or throttle bodies is free. The use of an air box is not compulsory.
- b) Variable intake tract devices are free.
- c) In all categories, supercharging is forbidden, regardless of the system used.
Connecting the airbox to the fuel tank is permitted.

- d) Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies and/or carburetors.
- e) Electronically controlled throttle valves, known as “ride-by-wire”, may be used. The software may be modified, but all safety systems and procedures designed by the original manufacturer must be retained.
- f) Fuel pump and fuel pressure regulator are free.
- g) The fuel pressure must be as homologated.
- h) Fuel lines from the fuel tank to the delivery pipe assembly(s) are free and must be located in such a way that they are protected from crash damage.
- i) Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps) are free.
- j) Quick connectors or dry break quick connectors may be used.
- k) Fuel filters may be added.

AACR 11T 2.2 CYLINDER HEAD

- a) The cylinder head must be the originally produced part by the manufacturer of the motorcycle.
- b) Modifying the cylinder head is not restricted.
- c) The head gasket(s) are free.
- d) The valves, valve seats, valve guides, valve springs, tappets, oil seals, shims, valve cotters, cam followers, spring base and spring retainers can be modified or replaced.
- e) Number and position of valves must be the same as originally produced by the manufacturer of the engine.
- f) Machining of ports and combustion chambers is permitted.

AACR 11T 2.3 CAMSHAFTS

- a) The camshafts are free.
- b) The timing of the camshafts is free.

AACR 11T 2.4 CAMSHAFT SPROCKETS / GEARS

- a) Camshaft sprockets or camshaft gears are free.
- b) The cam drive system (chain drive or gears) is free.
- c) Cam chain and tensioner can be modified or replaced.

AACR 11T 2.5 CYLINDERS

Must be the original component fitted and approved, but mechanical machining, boring to achieve the maximum displacement permitted in the relevant category, and surface treatments are permitted.

AACR 11T 2.6 PISTONS

Piston, piston rings, piston pin and clips are free.

AACR 11T 2.9 CONNECTING RODS

Connecting rods are free.

AACR 11T 2.10 CRANKSHAFT

Crankshaft is free.

AACR 11T 2.11 CRANKCASE and all other ENGINE CASES

- a) See Art AACR 11T 2.0.1.
- b) It is allowed to add a pump or any other device to create a vacuum in the crankcase.
- c) Lateral (side) covers (clutch side, alternator side and water pump covers) can be replaced with other handmade, or aftermarket covers.
- d) All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal, such as aluminium alloy, stainless steel, steel or titanium, or composite covers.
- e) The secondary cover should cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.
- f) Plates or crash bars made from aluminium or steel are also permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- g) Plates/crash bars/frame sliders must not protrude outside the fairing for more than 30 mm.
- h) These covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.
- i) Oil containing engine covers must be secured with steel bolts.
- j) The Chief Technical Officer has the right to refuse and forbid any cover not satisfying this safety purpose, if the evidence shows that the cover is not effective.
- k) No damaged covers will be permitted unless approved by the Chief Technical Officer.
- l) Art. AACR 11T 2.11 from e) to k) cannot be subject to protest. Refusal to comply with the Technical Commission's requests regarding the conformity of the engine side guards is considered a technical irregularity.

AACR 11T 2.12 TRANSMISSION / GEARBOX

- a) A maximum of six gear ratios is permitted.
- b) The gearbox, gearbox shafts, selector mechanism are free.
- c) Quick shifters are free.
- d) Countershaft sprocket, rear wheel sprocket, chain pitch and size are free.
- e) The sprocket cover can be modified or eliminated.
- f) The chain tensioner is free.
- g) Transmission gear shifter shaft supporting brackets can be added.
- h) Add on quick shift modules / additional modules are allowed to enable upshifts and downshifts. "Downshift blipping" is allowed.
- i) No power source (i.e. hydraulic or electric) can be used for gear selection.

AACR 11T 2.13 CLUTCH

- a) Clutch system is free.
- b) The method of operation (by cable or hydraulic) is free.
- c) Primary driven gear is free.
- d) Back torque limiting capabilities (slipper type) is allowed.

- e) No power source (i.e. hydraulic or electric) can be used.

AACR 11T 2.14 OIL PUMPS and OIL LINES

- a) The oil pumps are free.
- b) The oil pressure relief valve is free.
- c) Oil lines are free. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

AACR 11T 2.15 COOLING SYSTEM

- a) The only permitted liquid engine coolant for the water-cooling system is water without additives.
- b) The cooling system is free.
- c) The water pump and pump drive are free.
- d) Protective meshes may be added in front of the oil and/or water radiator(s).
- e) The cooling system hoses/pipes and catch tanks are free.
- f) Radiator is free.
- g) All radiators / coolers must be mounted below the lower fork bridge (triple clamp).

AACR 11T 2.16 AIR BOX

- a) The air box is free, but the drains must be sealed.
- b) All motorcycles must have a closed breather system. The oil breather line(s) must be connected, may pass through an oil catch tank and must exclusively discharge in the air box.
- c) On motorcycles without a airbox, all engine oil breather line(s), must be connected in one or more catch tanks located in an easily accessible position and securely fitted to the motorcycle. The minimum capacity of these tanks must be 500 cc.
- d) Ram air tubes or ducts running from the fairing to the air box are free. The material is free.

AACR 11T 2.17 EXHAUST SYSTEM

- a) Exhaust pipes and silencers are free. Catalytic converters must be removed.
- b) The number of the final exhaust silencer(s) is free.
- c) For safety reasons the exposed edge(s) of the exhaust pipe(s) outlet must be rounded to avoid any sharp edges.
- d) Wrapping of the exhaust system is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
- e) The basic noise limit for TWINSERIES CUP will be 107 dB/A with a tolerance of + 3dB/A after the race only). Some circuits may have a lower noise limit. This will be published in the Supplementary Regulations of the respective event.
- f) The test RPM for noise control will be 5.000 RPM
- g) Titanium and carbon exhausts and silencers are allowed.

AACR 11T 2.18 SOUND LEVEL CONTROL

The methods of measurement will be according to the methods described in the "FIM Sound Regulations 2026".

AACR 11T 3.0 ELECTRICS and ELECTRONICS

AACR 11T 3.1 ENGINE CONTROL SYSTEM (ECU) / ELECTRONICS

- a) Engine Control System (ECU) is free.
- b) Additional injection and/or ignition modules are allowed.
- c) The Data Logging system is free.
- d) The addition of a device for infrared (IR) transmission of a signal between the motorcycle and the team, used exclusively for lap timing, is allowed.
- e) The addition of a GPS unit for lap timing/scoring purposes is allowed.
- f) Telemetry is not allowed.
- g) Harness is free.
- h) Dashboard is free.
- i) Display(s) for lap-timing and gear indication purposes can be installed.
- j) Spark plug may be replaced.
- k) Battery is free.

AACR 11T 3.2 GENERATOR, ALTERNATOR and ELECTRIC STARTER

- a) The generator (ACG) and/or alternator are free.

AACR 11T 3.3 KILL SWITCH

All motorcycles must be equipped with a functional ignition kill switch or button mounted on the **right-hand** handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be RED.

AACR 11T 4.0 MAIN FRAME / CHASSIS

- a) The use of titanium and carbon (or similar composite materials) in the construction of the main frame, rear sub frame, swing arm and swing arm pivot bolt, front forks, triple clamps, wheel axles, engine mounting parts and handlebars is forbidden.
- b) After a crash, the motorcycle must be inspected before its use by the Technical Officer for safety checks and a new seal will be placed on the motorcycles frame.
- c) No other spare motorcycle may be on the track.
- d) Unless otherwise stated, the use of titanium and aluminium alloys for nuts and screws is allowed.

AACR 11T 4.1 FRAME BODY and REAR SUB FRAME

- a) The frame is free.
- b) The use of frames from street legal motorcycles and prototype frames is permitted.
- c) Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors, etc.).
- d) The sides of the frame body may be covered by protective parts made of plastic or composite material.
- e) Crash protectors may be fitted to the frame (max. length: 50 mm) or pressed into the ends of the wheel axles (max. length: 30 mm).
- f) Crash protectors / frame sliders must not protrude outside the fairing for more than 30

mm.

- g) Engine mounting brackets or plates are free, but the use of titanium and carbon (or similar composite materials) is forbidden.
- h) Engine mounting axles, bolts and nuts can be modified or replaced but must be made of a steel alloy.
- i) Front sub frame / fairing mount are free. The material is free.
- j) Rear sub frame is free, but the use of titanium is forbidden. Repairing and welding of the sub frame is allowed.

AACR 11T 4.2 FRONT FORK / TRIPLE CLAMPS

- a) Front Forks are free.
- b) Triple clamps are free.
- c) A steering damper may be added.
- d) The steering damper cannot act as a steering lock limiting device.
- e) Dust seals may be modified, changed or removed, if the fork remains totally oil sealed.
- f) Any quantity and quality of oil can be used.

AACR 11T 4.3 SWING ARM

- a) The swing is free.
- b) A solid protective cover (shark fin) must be fixed to the swing arm and must always cover the opening between the lower chain run, swing arm and rear wheel sprocket, irrespective of the rear wheel position. This must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.
- c) Rear wheel stand brackets may be added to the swing arm by welding or by bolts. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing arm.
- d) The sides of the swing arm may be protected by protective parts made of plastic or composite material. These protectors must fit the form of the swing arm.
- a) Art. AACR 11T 4.3 b) cannot be subject to protest. Refusal to comply with the Chief Technical Officer requests regarding the conformity of rear lights is considered a technical irregularity.

AACR 11T 4.4 REAR SUSPENSION UNIT

- a) Rear suspension is free.
- b) All rear suspension linkage parts are free.

AACR 11T 4.5 WHEELS

- a) wheel rims are free. The use of wheel rims made of composite materials (carbon, Kevlar, etc.) or reinforced with composite fibers is forbidden.
- b) Any modification to the rim or spokes of an integral wheel (cast, moulded, riveted) as supplied by the manufacturer or of a traditional detachable rim is prohibited, except for modifications on the spokes, valves, safety bolts and tyre retention screws sometimes

used to prevent tyre movement relative to the rim. If the rim is thus modified, bolts, screws etc. must be fitted for this purpose.

- c) A non-slip coating/treatment may be applied to the bead area of the rim.
- d) The use of titanium, light metal alloys and carbon (or similar composite materials) in the construction of the wheel axles is forbidden.
- e) Axle nuts/bolt must be made of a steel alloy.
- f) Wheel balance weights are free.
- g) Aluminium or steel inflation valves are compulsory. Angled valves are recommended.

AACR 11T 4.6 BRAKES

- a) Brake discs must comply with the following requirements:
 - i. Brake discs must be made of steel (wt %).
- b) The front and rear brake calliper are free.
- c) The front and rear master cylinder are free.
- d) Front and rear hydraulic brake lines are free.
- e) Additional air scoops or ducts are allowed.
- f) Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. FIM approved guards are strongly recommended. The Chief Technical Steward has the right to refuse any guard not satisfying this safety purpose.
- g) Art. AACR 11T 4.6.f) cannot be subject to protest.

AACR 11T 4.7 HANDLEBARS and HAND CONTROLS

- a) Handlebars and hand controls are free.
- b) Throttle grip can be modified or substituted.
- c) Throttle controls must be self-closing when not held by the hand.
- d) Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
- e) An adjuster to the brake lever and to the clutch lever is allowed.
- f) Welding of handlebars is not allowed.
- g) The use of titanium, carbon fibre, Kevlar or carbon composite materials for handlebars is forbidden.
- h) Handlebar ends must be plugged with a solid material or rubber covered.
- i) The minimum angle of rotation of the steering stem on each side of the centre line or mid position must be of 15°.
- j) In any position of the handlebars /steering stem, the front wheel, tyre and mudguard must maintain a minimum gap of 10 mm to the bodywork and radiator(s).
- k) Solid stops (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank, frame or other bodywork when on full lock to prevent trapping the rider's fingers.
- l) All handlebar levers must be ball-ended (diameter of this ball should be at least 16 mm). This ball can also be flattened, the minimum thickness of the flattened part should be 14

mm and the edges must be rounded. These ends must be permanently fixed and form an integral part of the lever.

- m) Each control lever must be mounted on an independent pivot.
- n) Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be red.

AACR 11T 4.8 FOOTRESTS and FOOT CONTROLS

- a) The use of titanium, carbon fibre, Kevlar or carbon composite materials for footrests and foot controls is forbidden.
- b) Footrests, hangers/brackets and linkage are free.
- c) Gear shift must be operated manually by foot.
- d) Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- e) The end of the footrests must be rounded.
- f) Non-folding footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or an equivalent type material (Alloy) and must be rounded. The plug surface must be designed to reach the widest possible area in order to decrease the risk of injuries to the rider in the case of an accident. The Chief Technical Officer has the right to refuse any plug not satisfying this safety aim.
- g) The rear brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.

AACR 11T 4.9 FUEL TANK

- a) Fuel tank is free.
- b) Only one fuel tank is allowed.
- c) Composite tanks (e.g. fibreglass, carbon and/or Kevlar) are forbidden.
- d) The fuel tank must be securely fastened to the frame using screws.
- e) All fuel tanks must be completely filled with fire-retardant material (open-celled mesh, i.e. "Explosafe®").
- f) Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- g) When closed, fuel cap when closed must be leak proof. Furthermore, it must not protrude from the tank outline and must be securely locked to prevent accidental opening at any time.
- h) A rider spacer/pad may be fitted to the rear of the tank with permanent or non-permanent adhesive. The material is free.
- i) The sides of the fuel tank may be protected with a cover made of a composite material.
- j) A fuel tank drain valve can be installed and must be located in such a way that it is protected from crash damage.
- k) A spacer between fuel tank and fuel pump can be installed.
- l) The fuel tank may have a heat protection shield /mat attached to its bottom and engine side.

AACR 11T 4.10 FAIRING / BODY WORK

The fairing and bodywork are free provided they comply with the construction criteria set out in the following points. The fairing/bodywork must be correctly mounted. The chief technical officer has the right to reject mounting solutions deemed unsafe.

AACR 11T 4.10.1 BODY WORK

- a) The bodywork of motorcycles must comply with the requirements specified in the following articles.
- b) No part of the motorcycle shall exceed the vertical plane tangent to the front of the front tyre.
- c) No part of the motorcycle shall exceed the vertical plane tangent to the rear of the rear tyre.
- d) When viewing the motorcycle from both sides, the components listed in the following points must be clearly visible.
 - 1) At least 180° of the rear wheel rim.
 - 2) The entire front wheel rim, except for the parts covered by the mudguard, fork, brakes or removable air intakes.
 - 3) The rider in the normal riding position, with the exception of the forearms.
- e) Aerodynamic profiles may be fitted to motorcycles provided that they comply with the construction criteria set out in the following points:
 - 1) They must be an integral part of the bodywork or securely attached to it.
 - 2) They must not exceed the width of the handlebars or clip-ons.
 - 3) They must have rounded edges with a minimum radius of 4 mm.
 - 4) They must have ends with a minimum radius of 8 mm or be included in the bodywork profile (tubular profiles).

AACR 11T 4.10.2 FAIRING

- a) For all bodywork paint and decal design is free.
- b) Windscreen is free. The edge of the screen must have no sharp edges. The material of the wind screen must be transparent or tinted.
- c) The lower fairing has to be constructed to hold, in case of an engine breakdown, minimum 5 litres. The lower edge of all the openings in the fairing must be positioned at least 60 mm above the bottom of the fairing.
- d) The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. This hole must remain sealed in dry conditions and must be only opened only in wet race conditions as declared by the Race Director.

AACR 11T 4.10.3 MUDGUARDS

The use of front mudguards is required only if the race director declares the practices session or race wet. Material is free. When fitted, Front Mudguard must not extend:

- a) Front leading edge: In front of a line drawn upwards and forward at 45 degrees from a horizontal line through the front wheel spindle.
- b) Rear trailing edge: Below a line drawn horizontally through the front wheel spindle.

The Front Mudguard mounts/brackets and fork-leg covers, close to the suspension leg and wheel spindle, and brake disc covers are not considered part of the Front Mudguard.

AACR 11T 4.11 SEAT

The seat is free provided they comply with the construction criteria set out in the following points.

- a) The maximum width of the seat, including the tail and any elements connected to it, is 450 mm. The exhaust system should not be considered when measuring the width.
- b) The tail must be less than 150 higher than the seat surface. The foam mounted on the seat and any tail pads mm should not be considered when measuring.
- c) Seat, seat base and associated bodywork may be replaced. The appearance from front, rear and profile must conform in principle to the homologated shape.
- d) The top portion of the rear body work around the seat may be modified to a solo seat.
- e) The homologated seat locking system (with plates, pins, rubber pads, etc.) can be removed.
- f) The material is free.
- g) All exposed edges must be rounded.

AACR 11T 4.12 FASTENERS

- a) Seat, seat base and associated bodywork is free.
- b) No part of the motorcycle can be behind a line drawn vertically at the edge of the rear tyre.
- c) All exposed edges must be rounded.

AACR 11T 4.13 REAR SAFETY LIGHT

All motorcycles must have a functioning red light mounted at the rear of the motorcycle. This light must be switched on any time the motorcycle is on the track or is ridden in the pit lane and the Race Direction declares the session WET.

All lights must comply with the following:

- b) The rear light must be mounted on the motorcycle during the whole time of the event.
- c) The rear light must be mounted properly with screws. Mounting the rear light with tape is forbidden. Mounting with hook-and-loop fasteners is allowed when the wiring of the light is connected to the motorcycle.
- d) The luminous field should be at least 4cm² (e.g. rectangular 4 cm x 1 cm, circular Ø 2.25 cm).
- e) Lightning direction must be parallel to the motorcycle centre line (motorcycle running direction) and be clearly visible from the rear at least 15 degrees to both left and right sides of the motorcycle centre line.
- f) The rear light must be mounted near the end of the seat/rear bodywork and approximately on the motorcycle centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
- g) Power Power output/luminosity should be **of 10-15 W** (incandescent) or **0,6-1,8 W** (LED).
- h) The output must be continuous - no flashing safety light whilst the motorcycle is on the track. Flashing is allowed only in the pit lane when the pit limiter is active.

- i) The safety light power supply may be separated from the motorcycle.
- j) The Chief Technical Officer has the right to refuse any light system not satisfying this safety purpose.
- k) Article AACR 11T 4.13 cannot be the subject of a protest. Refusal to comply with the Chief Technical Officer requests regarding the conformity of rear lights is considered a technical irregularity.

AACR 11T 4.14 The following items MAY BE altered or replaced

- a) Any type of lubrication, brake or suspension fluid may be used.
- b) Gaskets and gasket materials.
- c) Bearings of any type and brand may be used.
- d) Painted external surface finishes and decals.

AACR 11T 4.15 The Following Items MAY BE removed

- a) Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices)
- b) The air injection control system (valve, solenoid, tubes) may be removed. In this case, connections to the cylinder head cover / cylinder head must be plugged.
- c) Speedometer.
- d) Bolt on accessories on a rear sub frame.
- e) The original left and right handlebar switch, e.g. light switch, horn switch, turn signal switch, etc.

AACR 11T 4.16 The Following Items MUST BE removed

- a) Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
- b) Rear-view mirrors.
- c) Horn.
- d) License plate bracket.
- e) Tool box.
- f) Helmet hooks and luggage carrier hooks.
- g) Passenger footrests.
- h) Passenger grab rails.
- i) Safety bars, centre and side stands must be removed (fixed brackets must remain excepting side stand bracket).
- j) Catalytic convertors.

AACR 11T 4.17 The Following Items MUST BE altered

- a) Motorcycles must be equipped with a functional ignition kill switch or button mounted on a side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be RED.
- b) Throttle controls must be self-closing when not held by the hand.
- c) All drain plugs, oil filler caps and oil dip sticks must be safety wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases).

- d) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the air box.
- e) Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.
- f) Motorcycles must be equipped with a red light on the instrument panel that will illuminate in the event of oil pressure drop.

AACR 11T 4.18 TIMEKEEPING INSTRUMENTS

All motorcycles must be equipped with a correctly positioned timekeeping transponder. The transponder must be approved by the official timekeeper and fixed in the longitudinal centre of the motorcycle (typically close to the swing arm pivot), on either the left or right side, as low as possible and avoided being shielded by carbon bodywork.

Correct attachment of the transponder bracket consists of a minimum of 2 tie-wraps, but preferably by screws or rivets. Any transponder retaining clip must also be secured by a tie-wrap. Hook and loop fasteners or adhesive alone will not be accepted. The transponder must be working at all times during practices and races, also when the engine is switched off.

The Chief Technical Officer has the right to refuse any solution not satisfying these requirements.

AACR 11T 4.19 ONBOARD CAMERAS

- a) Onboard cameras can only be used with written permission of the promoter.
- b) When a rider/team has obtained this permission, the motorcycle with the camera installed - and the permission sheet - must be presented to the Technical Control.
- c) When the promoter asks a rider to install a camera - provided by the promoter - on his motorcycle, then the rider cannot refuse.
- a) Cameras must be mounted inside the fairing or on the top of the rear seat bodywork.
- b) Cameras must be fixed securely to the motorcycle. Adhesives are only accepted when it is originally by the camera manufacturer.
- c) Cameras must be secured to the motorcycle with an additional steel cable.
- d) The Chief Technical Officer has the right to refuse any solution not satisfying these requirements.

AACR 11T 4.20 IDENTIFICATION ARMBAND

- a) Each runner will wear a coloured band positioned above their suit on their left arm.
- b) Depending on the category, riders must wear the armband in the following colours:
 - TwinSeries 650 RED
 - TwinSeries 1100 WHITE
 - TwinSeries Open YELLOW

Failure to comply with this article will result in a fine from the Race Director and, in repeated cases, an additional technical irregularity penalty may be imposed.

AACR 11T 4.21 ENVIRONMENTAL PROTECTION

- a) Inside the boxes and the paddock (except in the park fermé), where maintenance work is carried out on a motorcycle and where they are parked, the use of carpets equal to or

larger than the length of the motorcycle and the width of the handlebars is compulsory in order to avoid spillage of liquids, oil and environmentally dangerous products on the ground. The carpet must have a waterproof underside and be covered with absorbent material.