

## **2009 Triumph Triple Challenge (to incorporate The Michelin Cup and The TDG Cup) Regulations**

The Championships will be open to any rider holding a current ACU licence at the start of the season, aged \*16+. The Michelin Cup will field riders aged 16 to 2 (as of 1st March 2009), whilst those aged 30 and above will compete in the TDG Cup. The championship is also open to Novice ACU license holders who will compete in both their age category and the newcomers Cup \*Riders aged 16 must hold a current National ACU license.

Bikes may be entered into other championships within BMCRC as well as other ACU affiliated clubs.

**Everything that is not authorised or prescribed in these regulations is strictly forbidden.**

**PLEASE NOTE THESE REGULATIONS WILL BE STRICTLY ENFORCED**

All motorcycles must comply in every respect with all the requirements for Road Racing as specified within these regulations and the current ACU standing regulations.

The starting point for all motorcycles competing in The 2010 Triumph Triple Challenge is a 2006-2010 model standard road going Triumph Daytona 675 (The Standard).

The following items will/must be removed from The Standard. The outcome will be a Stripped Standard.

- [1] All bodywork (cockpit, seat unit, mud guard, fairing and all associated infill's and bracing parts)
- [2] Front light cluster
- [3] Rear light cluster
- [4] Turn signal indicators
- [5] Rear view mirrors
- [6] Horn
- [7] Licence plate holder and light
- [8] Passenger foot rests, rider foot rests, gear lever, rear brake lever
- [9] Side stand
- [10] Tool kit
- [11] Passenger seat
- [12] Front brake lines
- [13] Exhaust end can and associated body work and heat shielding.
- [14] Chain Guard
- [15] Hugger
- [16] Front light switch cluster (mounted on LH handle bar)

[17] Screen

You may remove and replace the following parts from The Standard but you are not required to do so.

- [1] The steering damper
- [2] Handlebars
- [3] Handlebar grips
- [4] Rear shock absorber
- [5] Clutch Centre
- [6] Cam chain tensioner
- [7] Cam chain
- [8] Detent wheel
- [9] Front sprocket
- [10] Rear sprocket
- [11] The flapper valve inside the air intake duct
- [12] The vacuum diaphragm that operates the flapper valve
- [13] The pipe work from the vacuum diaphragm to the vacuum solenoid, the vacuum reservoir and injector bodies.
- [14] The vacuum reservoir
- [15] The mesh at the front of the air intake duct

You must fix the following parts to the Stripped Standard. All parts to be fixed to the Stripped Standard must be supplied by T3 Racing.

- [1] Adjustable rearsets.
- [2] Race exhaust end can.
- [3] Race bodywork, Series decals and the correct coloured and sized race numbers and backgrounds.
- [4] Front brake lines.
- [5] 20mm fork internals.
- [6] Protective cover for crank cover.
- [7] Protective cover for generator cover.
- [8] Protective cover for timing cover.
- [9] Chain guard (shark fin).
- [10] Double Bubble clear screen.
- [11] Nitron 3-way Competition shock.
- [12] Explosive safe (fuel tank)

You may fix the following parts to the Stripped Standard but you are not required to do so. All parts to be fixed to the Stripped Standard must be supplied by T3 Racing.

- [1] A Pit Bull Steering Damper. (Those returning to the series may use their current damper unit.)
- [2] After market clip on handlebars.

- [3] After market handlebar grips.
- [4] Steering limiter.
- [5] STM slipper clutch.
- [6] Triumph race cam chain tensioner.
- [7] Triumph race cam chain.
- [8] Triumph race detent wheel kit.
- [9] Different weight fork springs.
- [10] Different weight rear shock absorber spring.
- [11] 15T or 16T front sprocket.
- [12] 45T,46T,47T,48T,49T rear sprocket.
- [14] Rear axle stand bobbins or lifters
- [15] Quick action throttle

### Consumables

- [1] Fuel -- unleaded petrol that maybe purchased from any circuit or public forecourt open to the general public or paddock when under the jurisdiction of BMCRC events only. MSVR events will require the use of a control fuel.
- [2] Engine oil -- Purchased from T3 Racing.
- [3] Brake fluid -- 5.1 purchased from T3 Racing.
- [4] Fork oil -- 5wt-7.5wt or 10wt purchased from T3 Racing.
- [5] Oil filter -- only Triumph OE oil filters purchased from T3 Racing may be used.
- [6] Engine gaskets -- only Triumph OE engine gaskets purchased from T3 Racing may be used, reusable O/E gaskets are permitted .
- [7] Bodywork fasteners -- rider's choice of bodywork fasteners and where purchased.
- [8] Air filter -- only Triumph OE air filters purchased from T3 Racing may be used.
- [9] Spark plugs -- only Triumph OE spark plugs purchased from T3 Racing may be used.

### ECU Tune (updated 29/10/09)

Only the following factory tunes maybe used:

- **Daytona 675 TO VIN 294377 will be numbered 20110.**
- **From VIN 294378 TO VIN 323544 will be numbered 20137.**
- **From VIN 323545 to VIN 381274 will be numbered 20154.**
- **From VIN 381275 will be numbered 20280**

### Exhaust Pipe (added 29/10/09)

You may modify your stock exhaust pipe on VIN No's 294377 through to 381275. The exhaust may be removed and sent to T3 Racing where the cat and the exhaust valve will be modified. Vin No's 381275 onwards must run the standard exhaust system to include the exhaust valve and

actuator.

You must use T3 Racing or an authorised Triumph dealer to carry out any of the above modifications, should you chose to use an authorised Triumph dealer you must notify T3 Racing that you have done so. Failure to do so will result in disqualification from Triumph Triple Challenge races and/or qualifying.

On VIN No's 294377 through to 381275 if the exhaust is modified then it will be allowable for the exhaust valve actuator and associated valve cables to be removed.

You may wrap the vertical section of your exhaust pipe between the exhaust valve and the silencer with a heat resistant material. The intention is to reduce heat transfer from the exhaust pipe to the oil reservoir on the shock absorber to reduce deterioration of shock absorber performance.

### Tyres

Only Michelin Power Race 1 tyres supplied by T3 Racing are to be used in dry weather. A maximum of two front tyres and two rear tyres per meeting may be used. Tyre control numbers issued by T3 Racing (which will be unique for each meeting) must be fixed to tyres during qualifying and the races.

Michelin wet tyres may be used when the race is declared wet by the COC. All Michelin wet tyres are to be supplied by T3 Racing. Only compressed atmospheric air may be used to inflate tyres.

### Minimum Weight

In the final inspection at the end of a race or qualifying session bike weights should be a minimum of 155Kg for Vin No's up to 381274 and 152Kg for Vin No's 381275 onwards (to include the weight of all fluids in the bike) with a tolerance of 1Kg. The established weight limit must be met in the condition that the bike finished the track session. Nothing can be added or removed from the machine.

### Race Numbers (To be supplied by T3 racing)

Numbers: Blue 5010 Background: White 9010

The minimum dimensions of the numbers are as follows:  
Height of figure - Front 160mm, Side 120mm  
Width of figure - Front 80mm, Side 60mm

Width of stroke 25mm  
Space between two figures 15mm

Racing numbers must be affixed to the front Screen area and the two sides of the motorcycle so that both front and side numbers are clearly visible to the spectators and officials ON BOTH SIDES OF THE TRACK. The front numbers are to be fixed to the bottom of the screen. (The white background area of the screen is to have a min height of 200mm, see picture below). The rear numbers are to be fixed to each side of the belly pan.



### Series Decals

TDG Cup

Michelin Cup

A  
B



### Bodywork

The appearance of the front, rear and the profile of the motorcycles must conform to the T3's homologated shape. All fairings must be purchased from T3 Racing. (See Above). No alteration or addition to the homologated livery is permitted. The space between the T3 Racing logo A and the Michelin logo B is free for the allocation of your own sponsor logos. No other space maybe allocated without the express permission of the organiser.

### **Other**

- [1] You may fix a cable tie or similar item to the fork leg in order to ascertain the amount of travel used on the fork.
- [2] You may fix a cable tie or similar item to the rear shock absorber in order to ascertain the amount of travel used on the shock absorber.
- [3] All bikes must display a vehicle identification number on the frame as it was produced by the manufacturer, if no VIN No is available proof of origination must be supplied and entry is at the discretion of the series organiser.
- [4] All bikes must display the engine number as it was produced by the manufacturer.
- [5] Wheel balance weights may be added to or discarded from the wheels
- [6] Engine kill switch must be functioning correctly.
- [7] The oil filter must be jubilee clipped and wired
- [8] All external screws and bolts that enter an oil cavity must be wired.
- [9] The oil breather line must be connected and discharge into the air box.
- [10] All security tabs and locks must be in place

**All** spares must be purchased from T3 Racing, if you unsure please call for clarification.

Please note that for presentation purposes your bikes must be kept in very good condition, motorcycles which do not reach the required standard will be excluded from the meeting until the necessary repairs have been made.

Spare bikes are not permitted in the series. No rider may qualify or race another rider's bike in the series without the express permission of the series organiser.

All elements of the regulations above, BSB/BMCRC regulations and ACU regulations can be tested at any time during race meetings by BSB/BMCRC officials or their nominated experts. It is the rider's responsibility to know all regulations and ensure that the bike meets those regulations. Riders should also be aware of the correct process to be used in parc ferme and when and how to make a protest. T3 Racing has no jurisdiction to intervene on behalf of a rider who has infringed the regulations or a rider who wishes to make a protest or a rider whom a protest has been made against.

Dyno sheets will not be made available to riders. They are solely for the use of BSB/BMCRC officials and their nominated experts in order to ensure that no rider infringes The Regulations.

Rocker box and generator covers will be sealed. These are not to be removed and must be replaced by the organiser if disturbed following

inspection.

Please note that you will require sufficient funding at each venue to pay for parts, no credit will be given so please do not ask.

Invoices will be issued as proof of purchase; any parts returned must be accompanied by the invoice in order for a credit to be issued.

Any part required for delivery to a specific meeting should be ordered five days prior to that meeting, later than this will mean the part will receive an emergency status and no discount will be given.

These regulations are unambiguous. Unless specifically mentioned above riders and their teams may not add to, remove from or modify in any way The Standard. It is the rider's responsibility to ensure that they and their teams adhere to these regulations completely. Failure to do so will incur penalties. Penalties will be determined by The BSB/BMCRC Race Director. The Race Director's decision is final.

When required by T3 Racing you must submit your bike for inspection. This inspection may take place with the assistance of the scrutineers at the respective meeting, it may also take place at T3 premises in which case you will be notified when your machine will be ready for collection.