SIDECAR

APPENDIX E

2027 Isle of Man TT Races - Technical Regulations

2027 Sidecar TT machines must comply with the following requirements.

All outfits competing at TT 2027 must undergo a series of pre-event technical inspections in order to be accepted for competition. Further information regarding these inspections will be shared by 30 November 2026.

1. GENERAL CONSTRUCTION

1.1. The Sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Neither the competitor nor passenger may be attached to the machine. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. An articulated joint is one allowing movement in more than one plane;

1.2. The three road wheels may be disposed as to give two or three tracks;

1.3. If three tracks are made, then the centres of the tracks of the motorcycle shall not be more than 75mm apart;

1.4. A passenger must be carried and must always be protected from the road wheels and both primary and final drives either by mudguard or some other means;

1.5. The main frame (See Figure 1, Point A) must consist of a minimum, of a steering head, a frame to accommodate the engine, and a main spar to the sidecar wheel, which will be made from high-quality steel tube;

1.6. The tubing used for the construction of the frame may be of a circular or non-circular section. If circular, the outside diameter shall not exceed 101.6mm. If non-circular, the maximum cross section shall not exceed 101.6mm, measured at right angles to any flat face;

1.7. These three components must be permanently fixed by TIG welding or brazing;

1.8. The rear swinging arm outer pivot housings (See Figure 1, Point B) may be detachable from the main frame, the pivot housings must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the outer pivot housings is forbidden;

1.9. The sidecar wheel upright or flange plate (See Figure 1, Point C) at the end of the main sidecar wheel spar may be detachable. The upright flange plate must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised, while any supporting tie rods to the upright or flange plate must be made of steel. The use of castings for the sidecar wheel upright or flange plate is forbidden;

1.10. The sidecar wheel stub axle housing (See Figure 1, Point D) may be detachable from the sidecar wheel upright/flange plate; the housing must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the sidecar wheel stub axle housing is forbidden;

1.11. Reinforcement of the steering head is allowed. The steering head may be fully boxed in. Should any inspection holes be added to the “fully boxed in” section they will be deemed as still “fully boxed in” and not open;

1.12. The front forks are to be either a leading/trailing fork, or links with the wheel equally supported on each side. The construction of the front forks and yokes must be made of high-quality steel and must be TIG welded or brazed during construction. The lower loop must be made of high-quality steel and TIG welded or brazed during construction;

1.13. Minimum suspension travel to be 20mm;

1.14. The rear swinging arm must be made of good quality steel or aluminium; single sided swinging arms are allowed and must have a minimum of 20mm of travel in a single plane. The rear swinging arm pivot spindle must be 90 degrees to the fore and aft centre line of the rear wheel. The swinging arm must either be welded or brazed during construction; the dimensions for the swinging arm are free. Wishbone type swinging arms fitted to monocoque chassis are forbidden;

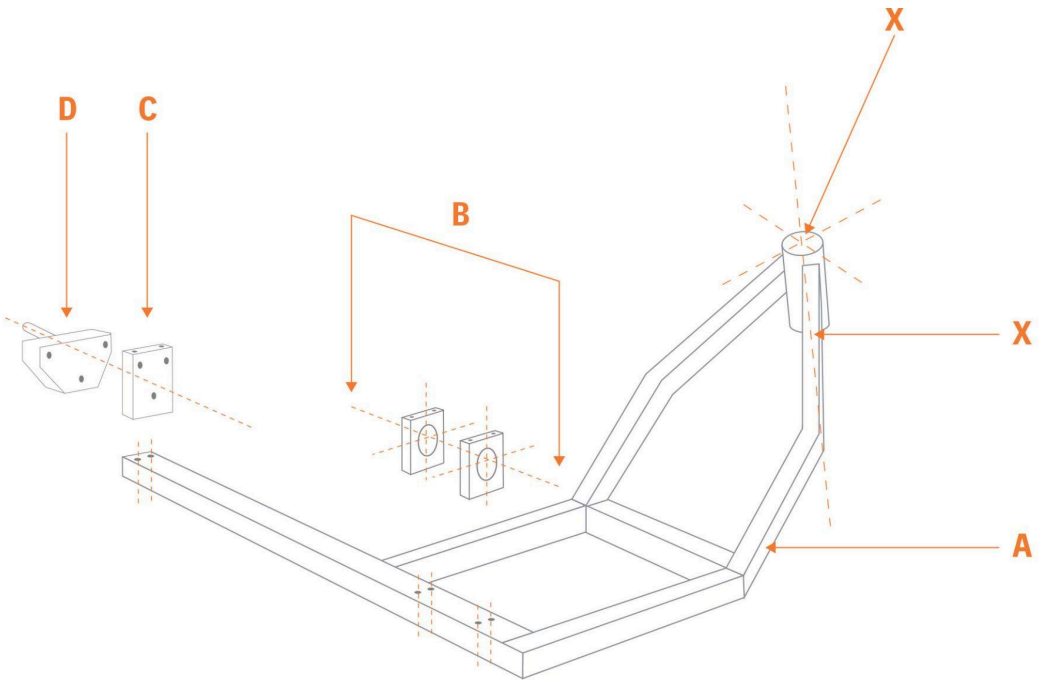
1.15. The use of composite construction is forbidden with the exception of the sidecar platform, i.e. aluminium or carbon fibre skinned honeycomb;

1.16. The use of titanium in the construction of the frame, front forks, handle bars, swinging arm and wheel spindles is forbidden;

1.17. For wheel spindles, the use of light alloys is also forbidden;

1.18. Under trays must be detachable;

1.19. Monocoque construction is forbidden.



A Main Frame
B Rear swinging arm outer pivot housings
C Sidecar wheel upright or flange plate
D Sidecar wheel stub axle housing
X Steering head spindle centre line

FIG. 1

2. DIMENSIONS

2.1. Width (Overall Maximum) 1575mm;

2.2. Wheelbase (Maximum) 1651mm;

2.3. Track 800mm minimum, 1105mm maximum. The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel;

2.4. Height (Overall Maximum) 800mm;

2.5. The ground clearance measured over the entire length and width of the vehicle in a race ready condition, fully loaded with Driver, Passenger, (IN FULL RACE GEAR) and a race fuel load must not be less than 65mm with the steering in the straight-ahead position. Tyre pressures must be set to recommended operating pressures and not over inflated. Note that the ground clearance will be measured with all Bodywork

fitted and secured to the outfit. A tolerance of a maximum 3mm may be granted only if authorised by the Chief Technical Officer;

3. WEIGHTS

3.1. Combined weight is the weight of the Driver and Passenger in full racing equipment and the outfit, as used on track;

3.2. If the outfit has achieved or exceeded the 'Soft Maximum Weight' then the combined minimum weight does not need to be reached. The bike alone may never at any time be below the 'Hard Minimum Weight'. This limits the maximum amount of ballast that can be added to the machines;

3.3. At any time during the event, the weight of the whole machine (including the fuel tank and its contents) plus the Driver and Passenger must not be less than the minimum weight. At any time during the event, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight;

3.4. There is no tolerance on the minimum weight of the motorcycle or Driver & Passenger;

3.5. During the final technical inspection at the end of the race, the selected outfits will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids;

3.6. During the practice and qualifying sessions, competitors may be instructed to submit their outfit to a weight control. In all cases the competitor must comply with this request;

3.7. The use of ballast is allowed to stay over the minimum weight limit only with express approval of the Technical Director. The use of ballast and weight handicap must be declared to the Technical Director at the preliminary checks for approval;

3.8. The minimum weight for all sidecar outfits (Hard Weight) competing at the TT is 245kg;

3.9. The minimum weight for all sidecar crews (Soft Weight) competing at the TT is 160kg;

3.10. Combined minimum weight limit Hard Weight + Soft Weight = 305kg.

4. ENGINE TYPES

4.1. Only engine platforms homologated for BSB Sportbike category and that satisfy MCRCB SPORTBIKE TECHNICAL SPECIFICATIONS are eligible for the 2027 TT Sidecar event;

4.2. All engine parts must remain as homologated. No modifications may be made to the competitors chosen brand of engine platform unless expressly mentioned in the latest MCRCB (BSB) Authorised Parts List or if otherwise permitted in these regulations.

ANYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS FORBIDDEN;

4.3. Any permitted engine modification that forms part of the MCRCB Authorised Parts List (for sportbike engines) is compulsory. The Authorised parts list may be updated throughout the year, and all platforms must comply with the latest published version at the Start of TT 2027. A link to the current version can be found at the following link: 2026 MCRCB (British Superbike) Authorised Parts List V4.3.xlsx.

5. ENGINE POSITION

5.1. The engine must be positioned in such a way that the centre line of the engine (by definition a position midway between centre lines of outermost cylinders) shall not exceed 160mm beyond the centre line of the rear wheel of the motorcycle;

5.2. The engine must be positioned behind the steering head and in front of the driver;

5.3. The engine must be mounted in the chassis within 25 degrees +/- (front/rear) relative to the position of the homologated engine when installed in the original solo machine. “Lay Down” engine position is not allowed;

5.4. An engine positioned behind the competitor and in front of the rear wheel is forbidden.

6. ELECTRONICS

6.1. The ECU/Dashboard/Harness/Left Switchgear must be the Sportbike Control Electronic System as documented in the eligible parts list (and uses the SPTBK_A ECU). The sole official supplier of the Control Electronics System is Solo Engineering: website www.soloengineering.com, email sales@soloengineering.com

Note that the Harness does not have to be made by Solo but must be made exactly

to the schematic for your chosen model. Alternatively a Solo loom can be used and modified only to fit the architecture of your particular application;

6.2. The firmware and manufacturer (engine) map must be declared Authorised by MSVR and published on MSVR online system;

6.3. No other external modules may be fitted except:

6.3.1. Part of a quick shifter where the module may only provide a signal to the control ECU;

6.3.2. Championship mandated devices (e.g. 2way RF system);

6.3.3. Datalogger.

6.4. The rain light must be powered by the ECU (as detailed in the harness schematics);

6.5. The ECU may be freely located but must be fitted securely, in a damped mounting without vibration;

6.6. During an event the Technical Director has the right to ask a team to substitute their ECU. The change must be done before the next session;

6.7. During an event the Technical Director or his appointed deputy has the right to read and save the teams calibration file (amp), it will not be shared except for conformity checks with control electronics system partners but may be used in Dyno tests;

6.8. The following sensors must be connected directly to the ECU only and must be the original OEM sensors unless stated:

6.8.1. Throttle position Sensor(s);

6.8.2. Grip Position Sensor (see MCRCB Authorised Parts list);

6.8.3. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start);

6.8.4. Airbox Pressure;

6.8.5. Engine pick-ups (Cam, crank);

6.8.6. Twist grip position (Gas);

6.8.7. Front Speed;

6.8.8. Rear Speed;

6.8.9. Gear position;

6.8.10. Air pressure;

6.8.11. Water temperature;

6.8.12. Air temperature;

6.8.13. Oil Pressure Switch;

6.8.14. Tip-Over Switch (Internal to the ECU)

6.9. The following can be added (and not OEM sensors):

6.9.1. Gear shift load cell/switch (may only provide a signal to the control ECU) 170;

6.9.2. Bosch Lambda Sensor (single);

6.9.3. Fork position;

6.9.4. Shock position;

6.9.5. Front brake pressure;

6.9.6. Rear brake pressure;

6.9.7. Switches left (from control supplier) and right;

6.9.8. Oil temperature Sensor;

6.9.9. GPS;

6.9.10. Inertial Measurement Unit (SEN_IMU_1M_V1).

6.10. Data logger is free but must adhere to the following:

6.10.1. The data logger may ONLY be connected to the CAN bus and to those parts listed in Point 6.9;

6.10.2. The logged data must be available to the Technical Director (uploaded to secure file share or via flash drive). The logger must log any channels/signals requested by the Technical Director;

6.11. The ECU may log data exclusively for the Race Organiser. It may be used for BOP and diagnostics purposes. Only the following may be connected directly to the logging system:

6.11.1. GPS unit (lap timing and track position);

6.11.2. Transponder/Lap time signal;

6.11.3. Any exceptions noted in MCRCB Authorised Parts List.

6.12. Telemetry is not allowed. No remote or wireless connection to the motorcycle for any data exchange or setting is allowed whilst the engine is running or the motorcycle is moving;

6.13. If handlebar switches are replaced from those supplied in the kit then they meet the specification documented on www.soloengineering.com. Their basic layout, switch function, position and colour must follow those supplied in the kit;

6.14. Plug caps and coils must remain as homologated;

6.15. Spark plugs may be replaced;

6.16. Battery, right switchgear and main switch are free.

7. GENERATOR, ALTERNATOR, ELECTRIC STARTER

7.1. The generator (ACG) must be the originally fitted and homologated part with no modification allowed;

7.2. The stator must be fitted in its original position and without offsetting;

7.3. The electric starter must operate normally and always be able to start the engine during the event;

7.4. During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use of a boost battery;

7.5. No boost battery may be connected to the machine after the end of the session.

8. CUT-OUT DEVICE

8.1. An ignition cut-out must be fitted to operate when the driver leaves the machine. This cut-out system must interrupt the primary circuit and must be wired for both the supply and return current. The cut-out must be placed as near to the centre of the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and strapped to the driver's body. A spiral cable (like that of an old telephone wire) of maximum 1m extended length is permitted;

8.2. Any electric fuel feed pump must be wired in such a way as to cut out if the engine cut-out device is operated.

9. FUEL INJECTION SYSTEM

9.1. The original homologated fuel injection system for the chosen engine brand, model year and type must be used without any modification unless specified in the MCRCB (BSB Approved Parts List);

9.2. The fuel injectors must be stock and unaltered from the original specification and manufacture;

9.3. Butterflies cannot be changed or modified;

9.4. The fuel pump assembly and fuel pressure regulator must be the standard homologated parts used on the Brand, Model, type and year of the engine platform used. No modifications to these standard parts are permitted. Fuel pressure must be as homologated;

9.5. The use of additional fuel pumps/fuel pressure regulators is not allowed;

9.6. Fuel lines may be changed but must be of a suitable quality material;

9.7. Fuel for all practices and races is restricted to 97/99 RON regular pump fuel. The 97/99 RON can be purchased from any publicly accessible fuel station based on the Isle of Man. If pump fuel is imported from outside the Isle of Man a sample must be provided to Technical Control for testing prior to the first practice session;

9.8. All outfits must be equipped with an FIA approved Fuel Cell. The fuel cell must meet or exceed FIA approval FT3 and be in a Fuel Cell enclosure made from aluminium (minimum material thickness 1.5mm) or steel (minimum thickness 1mm) only. The use of carbon fibre composites is not permitted for the fuel cell enclosure. Fuel tanks must be sufficiently independently protected from the ground. A non-return valve must be fitted to the petrol tank breather pipe. This pipe must discharge into a suitable catch tank, minimum capacity 500ml;

9.9. The fuel filler cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in an accident.

10. AIRBOX

10.1. An airbox must be used with all engines;

10.2. All airboxes must be equipped with an effective air filter;

10.3. Intake bell mouths/velocity stacks may be any length but must be fixed and single piece with solid sides. The use of variable length bell mouths, dual stack or slotted bell mouths are not allowed;

10.4. The use of carbon composite material for the construction of the air box or bell mouths is not permitted;

10.5. The airbox intake size is restricted as follows:

10.5.1. A single intake must be used with a maximum of 100mm internal diameter. This must be circular only. No other shape is allowed. The diameter of the intake will be measured within 50mm from the intake's entry into the airbox;

10.5.2. For clarity and the avoidance of doubt only circular intake restrictors will be allowed;

10.5.3. The maximum number of intake holes at the point of restriction i.e. within 50mm of the point of entry into the airbox will be one.

10.6. The airbox must be completely closed around the induction bell-mouths;

10.7. The throttle-bodies may be entirely within the airbox but must have an effective seal;

10.8. The engine must have a closed breather system;

10.9. The engine breather must be connected and discharge in the airbox;

10.10. The airbox must cover and collect fluids discharged from the bell-mouths.The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track;

10.11. This oil containment must hold a minimum of 1000 cc of oil;

10.12. The airbox must be sealed to prevent spillage of oil or fuel.

11. OIL CATCH TANKS

11.1. An oil catch tank is permitted but must form part of a closed breather system. The oil breather line must terminate and discharge into the airbox.

12. OIL PUMPS / OIL LINES / SUMPS

12.1. The oil pump must be the originally fitted unit used on the homologated machine with no modification allowed;

12.2. In order to facilitate fitment to the outfit the oil pan/sump/oil pick up may be modified/replaced. Its capacity may be altered;

12.3. Only wet sump systems are permitted. Dry sump systems will only be permitted if they are self-contained within the engine unit and are present on the homologated machine. In this case no modifications will be permitted to the scavenge pump;

12.4. Oil coolers may be used. Standard heat exchangers may be replaced with an oil cooler;

12.5. Oil lines may be replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged fittings. All oil line fittings must be lockwired;

12.6. All external engine oil drain plugs, oil galleries that contain positive oil pressure and oil lines and their fittings must be correctly torqued and be security lockwired.

13. COOLING SYSTEM

13.1. The thermostat may be removed;

13.2. Coolant hoses may be replaced;

13.3. The only engine cooling fluid allowed is water (H2O). Additives are strictly forbidden;

13.4. An overflow catch tank or coolant expansion tank must be located on the machine in order to capture any displaced coolant from an over heating radiator. The minimum capacity will be 250ml;

13.5. The water pump must be standard and unmodified from the unit fitted to the homologated machine.

14. OIL AND COOLANT CONTAINMENT

14.1. Oil absorbent material of no less quality than 3M product number T156 or CEP Sorbents product number CEP-EP100, must be used under all parts of the machine that contain oil;

14.2. In the area directly below the engine, oil cooler and any oil lines, the oil containment tray must 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 (minimum 5 litres);

14.3. The surrounding edges of the tray must be at least 50mm above the bottom of the tray, measured vertically from the tray. Oil containment material must be fixed to this tray and the sides;

14.4. The frontal edge of the oil tray wall must be extended upwards to arrive just below, and within 20mm of the exhaust ports;

14.5. The rear face of the tray should be to the height of the swinging arm, and the minimum width should be equal to the width of the rear tyre;

14.6. The gear lever/shift shaft must exit via a rubber boot or two rubber curtains;

14.7. The chain slot must have a rubber/brush curtain fitted;

14.8. Holes for the engine mounts (hangers) must be sealed;

14.9. From a vertical view, the engine must be located completely inside the oil tray platform;

14.10. The rear wheel must be protected from any possible oil spray. To make this protection, the engine and rear wheel compartment must be separated. This separation must be created by installing a solid divider (wall) running from the top of the inside of the bodywork to the bottom of the oil tray. This divider (wall) must overlap the rear edge of the oil tray down to the bottom;

14.11. All machines must use this tray;

14.12. All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number T156 or CEP Sorbents product number CEP-EP100;

14.13. This material shall be securely fixed to the following areas of the sidecar:

14.13.1. The entire oil-tray, both the bottom and the inside walls. The volume of material used in this area, and fitted according to the manufacturers specifications, shall absorb not less than 3 litres of oil;

14.13.2. Any bodywork directly covering the engine.

14.14. If oil is absorbed by the material, it must be replaced before the next session;

14.15. The material must be attached in such a way that it should be easily replaced, yet must not become dislodged whilst on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it must not clog the material, causing it to lose its absorbent properties;

14.16. All absorbent material shall be non-flammable by design;

14.17. Oil-lines containing positive pressure, if replaced, must be of reinforced construction with swaged connections;

14.18. Oil coolers must not be mounted on or above the bodywork of the sidecar;

14.19. The location the oil cooler should be placed in a location where it is least likely to be damaged in an accident;

14.20. Ignition pick-up inspection covers/caps must be lockwired;

14.21. Clutch centre inspection covers/caps must be lockwired;

14.22. All external engine oil drain plugs must be correctly torqued and be security lockwired;

14.23. All external oil gallery plugs, pressure/temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case;

14.24. Any external oil lines containing positive oil pressure must be of a suitable material and of a swaged construction. All oil line fasteners must be lockwired;

14.25. External oil filters must be secured using a suitable hose clamp (jubilee type) and secured with lock wire in such a way as to prevent it from undoing. Oil filters with drilled HEX or HEX heads are BANNED for use on all machines.

15. TRANSMISSION / GEARBOX

15.1. The transmission and gearbox must be the originally fitted and homologated parts (including but not limited to shafts, selector mechanism, gears and primary gears) with the following exceptions:

15.1.1. Undercutting and re-shimming are allowed;

15.1.2. The positive neutral selector mechanism may be removed;

15.1.3. Shift star/indexer, spring, roller and detent may be replaced or modified but must function as originally designed;

15.1.4. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed;

15.1.5. A support may be added to the gearbox shift shaft to reduce flex. This may be a separate part or integrated into a cover.

15.2. A thread locking agent must always be used on the front sprocket retaining fastener. The front sprocket retaining fastener must also be lock wired in such a way as to

always apply tension should the fastener become loose in service.

16. CLUTCH

16.1. The clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated;

16.2. Friction and drive discs may be changed;

16.3. Clutch springs may be changed;

16.4. The clutch basket (outer) must be the originally fitted and homologated part. No modifications are allowed;

16.5. The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type);

16.6. No power source (i.e. hydraulic or electric) can be used for gear selection. Human power is excluded from the ban.

17. EXHAUST PIPES

17.1. Exhaust fumes must be discharged in a manner to not raise dust, foul the tyres or brakes or inconvenience a passenger or any other driver. The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform. The exhaust exit pipe must be no more than 45 degrees to the verticaL;

17.2. On the side opposite a sidecar the exhaust pipes must not extend beyond the streamlining. On the other side the exhaust pipes must not extend beyond the width of the sidecar;

17.3. Exhaust pipes must be fitted/positioned so that it is impossible for them to become entangled with another machine.

18. BRAKES

18.1. All three wheels must be braked. The brake system must consist of:

18.1.1. One main system with at least two circuits operating separately, one of the circuits must operate on at least two of the three wheels. If one circuit fails, the other must work efficiently;

18.1.2. An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the motorcycle.

18.2. Only ferrous discs allowed;

18.3. All brake lines must be of a braIded steel construction with swage fitted banjo fittings only. Only steel or stainless-steel banjo fittings and bajo bolts may be used. The use of aluminium for brake line fittings is not allowed. The use of titanium is not permitted.

19. WHEELS

19.1. The wheel rim shall be at least 254mm in diameter and 64mm in width;

19.2. All wheels must be of metal construction, any modification to the rim or the spokes of the original cast composite wheel as supplied by the manufacturer is prohibited;

19.3. The use of magnesium wheels is forbidden;

19.4. The use of carbon fibre or composite materials is forbidden;

19.5. The only permitted rim sizes are as follows:

19.5.1. Front Wheel 13” diameter;

19.5.2. Rear Wheel 13” diameter;

19.5.3. Chair Wheel 13” diameter.

20. TYRES

20.1. The use of slick tyres is permitted;

20.2. The diameter of the tyre must be at least 400mm and the width 100mm, maximum front tyre width 220mm;

20.3. The surface of a slick tyre must contain two or more hollows at 180 degree intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When at least two of these indicator hollows become worn on different parts of the periphery, the tyre must no longer be used;

20.4. Hoosier R20 compound tyres are currently the only sidecar tyre brand authorised to be used at TT 2027. The tyre sizes and compounds are to be confirmed.

21. STEERING

21.1. Steering of the front wheel must be accomplished by non-adjustable handlebars securely fixed to the forks or yokes of the motorcycle. They must be secured to steering members turning the front wheel and its supports directly with no intermediate push or pull rods. Handlebars and all steering bearings must be located on the sprung portion of the front suspension;

21.2. Any form of remote steering is forbidden;

21.3. Handlebar width 450mm minimum;

21.4. Steering lock angle each side of straight-ahead position to be 20 degrees minimum, measured at the headstock;

21.5. Whatever the position of the handlebars, the front wheel must never touch the streamlining;

21.6. Handlebar clamps must be carefully radiused and engineered to avoid fracture points in the bar.

22. THROTTLE CONTROLS

22.1. Throttle controls must be self-closing when not held by the hand.

23. CONTROL LEVERS

23.1. All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be at least 19mm permanently fixed and forming an integral part of the lever.

24. STREAMLINING AND BODYWORK

24.1. All streamlining and bodywork must, when mounted and secured, be rigid enough to prevent excessive flex and movement in order to eliminate the possibility of it contacting/interfering with the steering system throughout its full range of movement;

24.2. All main mounting pins/plates forward of the steering head must be secured to the bodywork with a steel plate no smaller than 100mm square. This must be both riveted and bonded (e.g. fibreglass/resin) to the bodywork to render it a permanent and secure fixing point. For verification purposes all rivet heads must be intact and visible on the outside of the bodywork;

24.3. For the avoidance of doubt, a main mounting point is defined as a fixture or fitting that robustly secures the bodywork directly to the chassis;

24.4. There must be no fewer than four main mounting pins/pegs secured with “R” clips dispersed appropriately around the main bodywork. All bodywork fixing pins/pegs must always be secured with “R” clips or similar;

24.5. The streamlining and bodywork must be fixed securely to the outfit in such a way as to ensure the integrity of the whole installation in the event of failure of any individual mounting point;

24.6. The streamlining must be detachable for technical inspection;

24.7. Aerofoils or spoilers are not permitted on streamlining. The use of splitters, air diffusers of vortex generators of any kind is not permitted;

24.8. Whatever the position of the steering, there must be a minimum space 20mm between the inside of the bodywork and any part of the steering mechanism or front wheel/tyre. This includes but is not limited to control levers, forks, dampers etc.;

24.9. A solid and effective protection must be fitted between the competitor and the engine. This protection must prevent direct contact between competitors’ body or clothing and escaping flames or leaking fuel or oil;

24.10. The use of multiple piece bodywork is permitted but, in all cases, must be securely fastened and suitably rigid when mounted and secured to the outfit.

25. PASSENGER PLATFORM / DRIVER VISIBILITY

25.1. The passenger platform must have a minimum dimensions 800mm by 300mm measured 150mm above the platform;

25.2. The orientation is free;

25.3. The passenger must be able to lean out to either side of the sidecar, for this purpose the outfit must be fitted with suitable handholds for the passenger to hold on to when leaning out. The handholds must be of the closed loop type. A single projection handhold is not permitted;

25.4. The driver, in the normal riding position, must be completely visible, with the exception of the forearms, from the side opposite the sidecar and from above. It is forbidden for the drivers legs to be enclosed. The driver’s feet are positioned behind the knees when viewed from above (Fig. 2 and Fig. 3).

FIG. 2

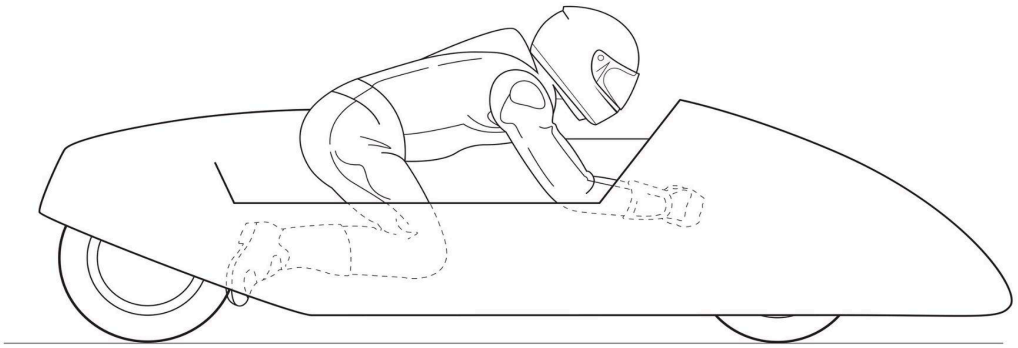
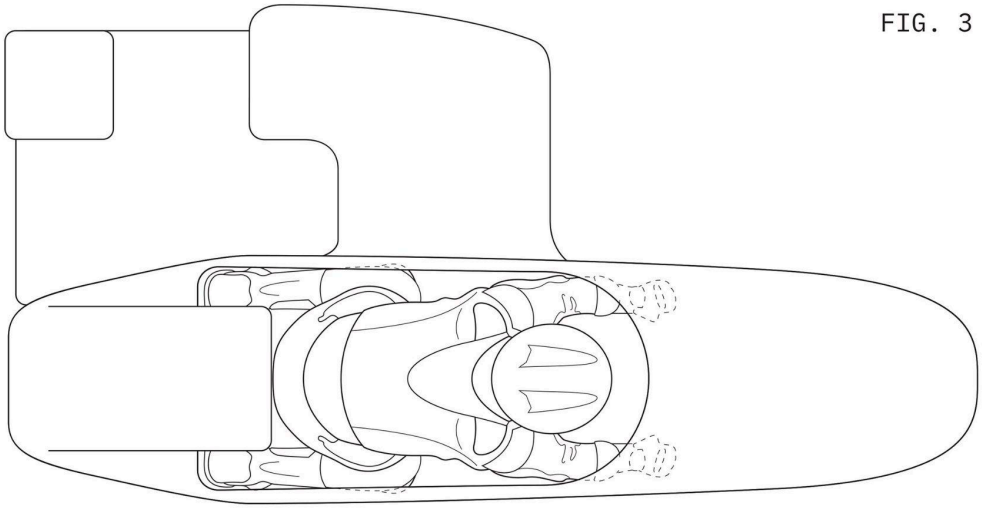


FIG. 3



26. AIR INTAKES

26.1. Cooling air intakes must be constructed so that there is no forward projection/protrusion to catch or foul in the event of an accident.

27. MUDGUARDS AND WHEEL PROTECTION

27.1. The rear driving wheel must be covered down to the level of the sidecar platform on the nearest side to the sidecar wheel;

27.2. The sidecar wheel must be enclosed from the sidecar platform.

28. BATTERY

28.1. The battery must be covered in such a way that neither the driver nor the passenger can come into contact with the battery or its contents.

29. REAR VIEW MIRROR

29.1. External rear view mirrors having suitable dimensions and mountings are optional.

30. RED SAFETY LIGHT

30.1. Sidecars must be equipped for the duration of the event with a functional rear-facing red anti-fog lamp, measuring a minimum of 30 sq.cm and producing a minimum of 1500 MCD continuous light. Pulsating lights are not permitted;

30.2. The light must be installed at least 100mm off the ground, located in the area between the back wheel and the sidecar platform. The light must be mounted on a part of the suspended body, (not on any unsuspended parts) and ensure no obstruction from the fairing and/or the passenger;

30.3. The red safety light must be switched on at all times during every practice/race session;

30.4. The safety light must be hard wired into the machine's power supply and must turn on when the machine's ignition is energized;

30.5. In case of a dispute over the mounting position, visibility or suitability of the safety light, the decision of the Technical Director will be final;

30.6. Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.