

Technical Guide International Sidecar Trophy 2025

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The technical guide is valid for all events of the International Sidecar Trophy. Details not listed in the guide are not approved for the time being and may require consultation. Exceptions can be authorised by the technical advisors or the organisers after internal consultation. The instructions of the technical advisors must always be followed. Infringements and changes without prior authorisation and subsequent inspection will result in disqualification and/or exclusion from the event.

§1 Helmets and protective clothing

- 1) Helmets and protective clothing must be free from damage.
- 2) The suit is one-piece and made of leather or a comparable or higher quality material.
- 3) The wearing of approved back protectors is mandatory.
- 4) Gloves made of leather or higher quality are mandatory.

Approved helmet standards are:

ECE 22-05

ECE 22-06

FRHPhe-01

FRHPhe-02

JIS T8133:2015 Class2

SNELL M2015

SNELL M2020R and D

or higher.

§2 Classification

The 1000cc and 600cc classes will be contested. Any 'special vehicles' are categorised as prototypes. Chassis in the F1 and F2 categories are permitted.

1000ccm: 4-cylinder up to 1000ccm

2-cylinder up to 1200cc

600ccm: 4-cylinder 400ccm to 600ccm

3-cylinder 500cc to 675cc

2-cylinder 600cc to 750cc

Engines of the 'Supersport Next Generation' are also possible in the class up to 600cc. Authorised engines, including restrictions and limitations, must be requested individually.



Int. Sidecar Trophy
Eckart Rösinger

Postal address:
Rudolf Dieselstr. 14
54293 Trier

§3 Startnumbers

Three numbers are mandatory. One each at the front, left and right. Start numbers and number field must have a clear contrast and ideally be in a non-reflective colour. Reflective numbers and backgrounds are prohibited.

Individual numbers must not overlap. They are not works of art and must be clearly legible from a distance. A minimum height of 160 mm and a line width of at least 30 mm must be observed. Font and colour are optional as long as it remains legible.

The technical consultant will make the final decision.

§4 Weight and dimensions

A minimum ready-to-ride weight of

F1 225 kg without rider and passenger.

F2 186 kg without driver and passenger.

The minimum and maximum dimensions are illustrated in the appendix and are to be regarded as binding.

§5 Brakes

The brake system must be designed as a 2-circuit system. All 3 wheels can be braked. Brake holding pins must be secured directly with a suitable wire. Split pins, cable ties and similar fastenings are not permitted.

§6 Tyres and Rims

A commitment to one manufacturer is not required. The tyre must meet the general safety requirements from the beginning to the end of the event and must not be older than five years. The tyre must be equipped with tyre indicators. A minimum tyre depth of 2.0 mm or more, which can be checked at any time, must be guaranteed for the entire event.

Rear: 11 inch - maximum width 254 mm

Front: 9 inches - maximum width 230 mm

Side: 11 inch - maximum width 254 mm

§7 Liquids

- 1) Only pure water is permitted as coolant. All additives such as radiator antifreeze, Motul MoCool and similar are prohibited.
- 2) The additional oil pan must be closed and be able to hold at least 5 litres of liquids.
- 3) 2 oil binding tiles are mandatory.
- 4) Oil filter, filler, drain and inspection plugs must be secured directly with a suitable wire. Split pins, cable ties and similar fastenings are not permitted.
- 5) All oil and fluid-carrying lines and hoses must be fixed and secured with suitable clamps and safety wires.

- 6) A radiator overflow and/or overpressure, venting valve must end in a suitable collecting vessel of minimum 250 ml via a secured hose.

§8 Fuel

Only and exclusively commercially available petrol station petrol with a maximum octane rating of 102 is permitted. A refuelling vent hose must be fitted with a non-return valve. This must end in a suitable container with a capacity of at least 250 ml. Beverage cans are **NOT** suitable for this purpose. The tank must be fitted with a tank foam, preferably Expo-Safe.

§9 Crankcase and Airbox

A vent must end in the airbox and an airbox must be present.

§10 Throttle cable

Two throttle cables are prescribed. These must be designed as normally closed and normally open, self-closing and quick-closing. Electronic throttle handles are also permitted if they fulfil the aforementioned requirements.

§11 Emergency Off

An emergency stop must be available and functional. It must be designed as a pull cord of an appropriate length or as a spiral cable with a maximum length of 1 metre.

§12 Exhaust

The maximum volume is 107dB/A and after the race with a tolerance of 3dB/A a maximum of 110dB/A. The maximum values may be corrected downwards by organisers and track operators. These values must then be adhered to and possibly adjusted with a dB-killer.

§13 Chassis and ground clearance

- 1) Independent suspension is mandatory.
- 2) The front and rear wheels must be sprung.
- 3) The side wheel must be rigid and unsprung, the minimum front and rear suspension travel must be at least 20 mm at all times.
- 4) The ground clearance is 65mm when ready to drive including the crew. After the race, a tolerance of -5mm is permitted.
- 5) Rear wheel suspensions must be designed in accordance with the forces occurring and, if necessary, reinforced over a large area.
- 6) Repairs of any kind are strictly prohibited. Damaged parts must be replaced immediately.

§14 Handlebars

Handlebars must be made of tubular steel. Repair welding is prohibited. A sufficiently large handlebar stop to prevent crushing is mandatory.

§15 Rearlight

A large rear light with adequate luminosity is mandatory. It must be ready for use at all times. The rear light must be mounted at the rear between the platform and the rear wheel at a height of 100 mm above the ground.

§16 Fairing

- 1) The use of spoilers and rear-view mirrors is prohibited.
- 2) The front wheel cover must be bolted and/or riveted. Fastenings with cable ties or wire are not permitted.
- 3) Fairing brackets must be undamaged.
- 4) Fastening to the fairing must be carried out using screws or large-head rivets. Gluing and laminating alone is prohibited.
- 5) All fairing parts must be designed in such a way that the rider and passenger are protected against rotating parts.

§17 Camera

Cameras must be mounted on the vehicle in such a way that they do not obstruct or endanger the driver, passengers or other road users. They must be mounted in at least two ways. This means at least gluing and screwing; screwing and gluing with wire securing. The camera must also be secured in such a way that it cannot be lost when detached from the mount.

Cameras on and in helmets are prohibited and will generally be penalised with disqualification. Helmets with an integrated camera will be confiscated for the duration of the event.

§18 Technical advice and assistance

The vehicle and all equipment must be presented clean and free of defects within the specified time frame. Cameras are part of the procedure and cannot be retrofitted. Any defects found must be rectified and a re-presentation is mandatory. Control marks from previous events must be removed. Only vehicles with a positive result will be marked and admitted to the event.

§19 Other Notes

The technical advisors of the International Sidecar Trophy must be contacted directly in the event of special features and requests for modifications to the vehicles and equipment.

An engine change must be reported immediately and requires a re-demonstration.

Bulletin 1 – Next Generation

Approved engines in the class up to 600cc according to Next Generation:

Ducati Panigale V2

Kawasaki ZX-6R

Kawasaki ZX-636RR

MV Agusta F3

MV Agusta F3 800

MV Agusta F3 Superveloce

Suzuki GSX-R 600

Suzuki GSX-R 750

Triumph 675R

Triumph 765RS

Yamaha YZF-R6

The year of manufacture and the technical status are decisive for the approval of the engines. Carburettors cannot be approved. Exceptions, for example as a guest start or prototype, are at the discretion of the organiser and/or the organisation. Engines can be adapted to the regulations at any time, for example by restricting the maximum engine speed.

Engines that are and were already authorised remain unaffected by the regulation, e.g. Honda CBR 600.