

BELGIAN MOTORCYCLE FEDERATION

SPORTS COMMISSION Classic Bike Working Group

2024 CLASSIC BIKE ROAD RACING TECHNICAL REGULATIONS

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1. GENERAL

The external appearance of the machines and all parts must correspond to the original appearance, including dimensions and shapes, unless it can be proven that the modifications made correspond to the period.

Given that the machines were constantly evolving in order to improve their performance, the so-called '10-step test' is applied, in which it is sufficient that the machine strongly resembles the original version from a distance of a few steps. This allows replicas of frames, parts or complete machines, due to the use of particular manufacturing techniques that do not allow each part to be exactly identical twice, to be slightly different from the original.

If conformity is proven, the case will be added to the class, after approval by the Classic Bike Working Group for the following season.

Period of machine groups:

The period is determined by the most recent part (chassis, engine) of the machine.

- Classic: up to 31/12/1972 (Exception 50cc, -> 31/12/1982, 200cc -> 31/12/1982)
- Post Classic: from 01/01/1973 to 31/12/1982 (Exception Post Classic Gr3, -> 31/12/1985)
- IPC: from 01/01/1983 to 31/12/1994
- EVO: from 01/01/1983 to 31/12/1995 (Exception Single Cylinder 4 Tps, -> 31/12/1996)
- Parade: up to 31/12/1982
- Sidecar: up to 31/12/1984

2. GENERAL SAFETY RULES

All machines must comply with the following rules, unless specifically exempted in the regulations (see "Specific Rules").

2.01 Protection of Freely Rotating Parts

All freely rotating parts must be covered with a guard to prevent the rider or passenger from being injured while riding.

A plate covering and protecting the intersection point of the chain and rear sprocket must be installed.

2.02 Handlebars

The ends of the handlebars must be plugged with a suitable material.

The steering column must have no play.

2.03 Steering Angle

The steering angle of the handlebars, seen from the front, must be at least 15° on each side of the machine's axis.

This angle is limited by (adjustable) stops.

With the fork at full lock, the rider's gloved hand must not be able to touch the tank or the fairing.

2.04 Levers

The levers must be carefully rounded to avoid injury.

The rounded ends of the clutch and brake levers must have a minimum diameter of 10 mm.

Exception: "Vintage" with adjustment levers (ignition, carburetion).

2.05 Throttle Grip

Only rotating grips are allowed.

The carburetor throttle valves must close automatically when the rider releases the throttle grip, except for carburetors with desmodromic control.

2.06 Cables

The cables must be in perfect condition, of the correct size and positioned so that they cannot get caught.

Only welded end caps are allowed.

If a cable clamp is used, it must be welded.

2.07 Footrests

The footrests must either be covered with rubber or have an anti-slip profile.

The ends must be rounded and have a minimum diameter of 16 mm.

Folding footrests must return automatically.

2.08 Wheels

The wheels must be in perfect condition, with no play or missing spokes.

Lightweight alloy wheel axles are prohibited.

The wheel nuts must be effectively locked with a locking wire or a pin.

2.09 Tires

The tread depth of the tires must be at least 1.5 mm.

The speed index of the tire must be adapted to the maximum speed of the motorcycle (at least $V = 210$ km/h), except for Vintage.

Tires in poor condition are prohibited.

2.10 Distance Between Tire and Vehicle

The distance between the edges of the tires and fork, swingarm, etc. must be at least 4 mm.

The distance between the top of the tire and the mudguard must be at least 10 mm.

2.11 Brakes

The brakes must operate effectively on both wheels by means of separate systems.

The nuts securing the drum brakes and eccentric axle, as well as those of the disc brake calipers, must be effectively locked with a locking wire or a pin.

2.12 Mudguards

Mandatory on non-faired motorcycles.

Not mandatory if the motorcycle is fitted with a complete closed fairing under the fork head to the cylinder head or radiator.

If the fairing is open under the fork head between the fork legs, a mudguard is also mandatory.

The ends and sides of metal mudguards must have either a protected edge or a rounded edge profile of 2.5 mm.

2.13 Number Plates

Number plates must be rounded or have an edge with a minimum radius of 3 mm.

2.14 Tilt Angle

Any vehicle, with the exception of sidecars, must be able, without a rider, to tilt at an angle of 45° to its vertical axis without any part of the motorcycle touching the ground.

2.15 Battery

Batteries must be covered with a protection to prevent acid splashes, short circuits and/or contact with the rider.

2.16 Oil Supply Pipes

The oil supply pipes must be properly secured, all bolts, banjos and nuts which are part of the oil lubrication circuit must be secured with locking wire. Torque Seal is allowed if it is not possible to place a locking wire.

Oil supply pipes which are under pressure for a long time must be made of a flexible material or assembly.

2.17 Oil Filler Cap

All oil filler caps, engine/gearbox filler and drain plugs, must be secured with locking wire.

2.18 Oil and Fuel Tank Caps

They must not open on their own, nor be torn off in the event of an accident.

If necessary, they must be secured (locking wire, pin, racing tape).

2.19 Coolants

The only coolant allowed is water without additives.

2.20 Oil Catchers

When a machine is fitted with a breather, the outlet of the breather must be connected to a recovery container.

The minimum capacity of this container must be 250cc for the gearbox and 500cc for the engine.

They must be securely fixed, as vertically as possible, and be vented.

When a machine is fitted with primary chains running in the open air, a container and/or housing must be installed to collect the lubricant escaping from the lost or drip oil lubrication system.

Any normal oil loss must be absorbed by a sponge or other type of system, so that it does not fall on the ground, tires or brakes.

For 4-stroke engines, an oil catch pan under the engine is mandatory. It must be securely attached to the frame or can be integrated into the bottom of the existing fairing.

It must have a capacity to collect half of the engine oil and have a minimum depth of 50mm around its entire circumference. (Exception: Vintage & Sidecar).

It must have two 25mm holes (one front and one rear). These must be closed with rubber plugs. These holes must remain closed in "dry" conditions and only be opened when the Race Director declares the races "wet race".

In all cases, the catch pan must be at least the same length and width as the engine crankcase. In the case of a separate gearbox, it must also protect it.

Vintage: catch pan with a minimum depth of 20mm around its entire circumference, equipped on the bottom with an oil absorbent material of equal or superior quality to 3M Product number 05656 or CEP Sorbents/ product number CEP-EP100. It must be attached so that it can be easily replaced, but does not easily come off on the track and its effectiveness is not reduced.

If the material has absorbed oil, it must be replaced before the next session on the circuit.

Side Car: catch pan with a minimum depth of 20mm and 50mm edges around its entire circumference, equipped on the bottom and side walls with an oil absorbent material of equal or superior quality to 3M Product number 05656 or CEP Sorbents/ product number CEP-EP100. It must be attached so that it can be easily replaced, but does not easily come off on the track and its effectiveness is not reduced.

If the material has absorbed oil, it must be replaced before the next session on the circuit.

Parade: an oil catch pan is recommended in Parade, but not mandatory (road or exceptional motorcycle).

2.21 Must be removed

No road equipment is allowed. Exception: Parade category.

2.22 Must be added

The rear brake rod and chain tensioners must be protected by a plastic or rubber cap.

ON/OFF type kill switch on the handlebars. Exception Vintage.

2.23 Noise level

Each exhaust pipe must be fitted with a silencer.

Limit standard (static measurement method): 102dB

Each organizer has the possibility to provide for a lower noise standard in the specific regulations of his event.

2.24 Additional rules for sidecars

Frame: if it is not an integral chassis, the sidecar must be securely attached to the motorcycle by at least four points.

Fork: the nuts and bolts of the upper fork crown must be effectively locked with a pin or locking wire. The nuts and bolts of the lower fork crown must be welded or locked with a pin.

The handlebars must be mounted on the fork higher than the lowest point of the rider's saddle.

The steering angle of the handlebars: seen from the front, must be at least 20° on each side.

The distance between the edges of the tires and fork, swingarm, etc. must be at least 8 mm.

Tanks mounted in sidecars must be equipped with a special protection to prevent any contact with the track.

It is recommended that the fuel tank filler cap be located below or at the same level as the fairing to prevent it from being torn off in the event of an accident.

3. GENERAL TECHNICAL RULES

3.01 Prohibited Materials

The use of titanium is prohibited on chassis parts.

The use of Kevlar or carbon fiber is prohibited, except for exhausts and fairings (Vintage: total prohibition).

3.02 Supercharging

Only vintage motorcycles equipped with a supercharger will be authorized until 31/12/1949.

3.03 Fuels

Commercial fuels and Avgaz 108 octane aviation gasoline are authorized.

If methanol is used, it is mandatory to stick a "Methanol" sticker on the tank, as well as a red self-adhesive crosswise strip on the front mudguard.

3.04 Frame

Must be of a type (appearance and model) used during the period relevant to the category concerned, the original appearance and dimensions must be kept.

Perimeter aluminum frames are prohibited. Exception: IPC & Evo

Frame reinforcements are allowed.

3.05 Fork

The fork can be replaced by a model that complies with the production period of the machine.

Diameter of the fork tubes:

- Classic category machines : maximum 38 mm
- Post Classic & IPC category machines : maximum 41mm
- Classic Evo category machines: maximum 46 mm

Upside Down telescopic forks are prohibited. Exception: IPC & Evo

The mounting of a steering damper above the upper fork crown is prohibited. Exception: IPC & Evo

3.06 Rear Suspension

The rear suspension can be replaced by a model that complies with the production period of the machine.

Monoshock or central rear suspension is prohibited in Classic categories. Exception 50cc & 200cc

Separate reservoir shock absorbers are prohibited in Classic categories

Rear suspension with linkage system is prohibited in Classic & Post Classic categories.

3.07 Wheels

In Classic categories, only traditional spoke wheels are accepted. Exception: 50cc & 200cc

The wheel diameter of solo machines will be 18" minimum. Exception: 50cc, Vintage, IPC & Evo

Sidecar wheel dimensions : see Sidecar Specific Rules

Maximum rim width : 3.50 for Classic & Post Classic machines

3.08 Tires

The use of slicks, re-cut slicks, re-cut tires and rain tires is prohibited. Exception IPC & sidecar Post Classic.

In the IPC & Classic Evo categories, rain tires are authorized when the Race Director declares the races "wet race".

Sidecar tire dimensions: see Sidecar Specific Rules

Tire warmers are prohibited. Exception: IPC

3.09 Brakes

Must be of a make and type used in the period relevant to this motorcycle.

Only drum brakes are allowed in Classic categories, Exception: 50cc, 200cc, 500cc GR2 & 750cc

Solo machines: disc types and number of pistons per caliper: see Specific Rules by category

Sidecar: braking systems see Specific Rules

3.10 Mudguards

Must be of the style and appearance used during the period relevant to the machine.

3.11 Fuel Tank, Saddle and Fairing

Must be of the style and appearance used during the period relevant to the machine.

3.12 Number Plates

One at the front and one on each side at the rear of the machine. They must be readable both from the front and from both sides of the machine.

Size and spacing of numbers: see appendix 1

If the machine is fitted with a fairing, a space on this fairing must be provided for the numbers.

3.13 Engine

The external appearance must be kept as original, The internal parts of the engine can be modified, while respecting the cylinder capacity class of the machine.

It is mandatory to mark the bore/stroke values indelibly on the engine.

3.13.01 Operating Principle

The historical operating principle of the motorcycle must be respected.

3.13.02 Cylinder Capacity

The engine cylinder capacity must not exceed the maximum cylinder capacity authorized in its class.

3.14 Gearbox

Must keep the original external appearance.

The internal parts of the gearbox can be changed.

The adaptation of a foot selector is authorized for motorcycles equipped with a manual control gearbox.

"Quickshifter" system prohibited.

3.15 Transmission

Primary belt drives are permitted.

The final ratio can be changed.

3.16 Carburetors

There is no restriction on the diameter of the carburetors, but they must be of a type and model used during the period relevant to the motorcycle. Exception : Sidecar see Specific Rules.

4. CLASSIC SPECIFIC RULES

4.1 Vintage Gr1

- Period : -> 31/12/1949
- Only rigid chassis and parallelogram fork. No hydraulic damping allowed.
- Oil steering dampers prohibited.
- Wheels must have a minimum diameter of 19 inches.
- Maximum rim width : 2.15" (= WM 3)
- Maximum tire width : 108 mm (= 4")
- Speed index on tire lower than V accepted, if adapted to the performance of the machine.
- Ignition by classic or electronic magneto.
- Supercharged engines allowed.
- Primary transmission cases may be partially open.
- Primary belt drive allowed if hidden under cover or case.
- All parts must, as far as possible, be of a model and design dating from before 31/12/1949.
- The use of Kevlar or carbon fiber is prohibited, even for exhausts.

4.2 Vintage Gr2

- Period : -> 31/12/1949
- Sliding or oscillating rear suspension chassis allowed.
- Telescopic fork with external appearance corresponding to the authorized period.
- Hydraulic damping allowed.
- Oil steering dampers prohibited.
- Wheels must have a minimum diameter of 19 inches.
- Maximum rim width : 2.15" (= WM 3)
- Maximum tire width : 108 mm (= 4")
- Speed index on tire lower than V allowed if adapted to the performance of the machine.
- Ignition by classic or electronic magneto.
- Supercharged engines allowed.
- Primary transmission cases may be partially open.
- Primary belt drive allowed if hidden under cover or case.
- All parts must, as far as possible, be of a model and design dating from before 31/12/1949.
- The use of Kevlar or carbon fiber is prohibited, even for exhausts.

4.3 50cc

- Period : -> 31/12/1982
- Engine : max. 50cc
- 17" wheels allowed.
- Monocoque frame and light alloy wheels allowed.
- Floating disc brakes prohibited.
- If disc : single & 2 piston calipers.
- The expansion chamber must have an original appearance.
- All parts must, in terms of model and design, date from before 31/12/1982.

4.4 200cc

- Period : -> 31/12/1982
- Engine : max. 200cc, air-cooled only
- Frames must be made of round or square section tubing with the exception of monocoques [delta box frames prohibited]
- Light alloy wheels are allowed.
- Floating disc brakes prohibited.
- If disc : single & 2 piston calipers.
- All parts must be, in terms of model and design, from the relevant period.

4.5 250cc GR1

- Period : -> 31/12/1972
- Engine : 201cc to 250cc,
- Single cylinder 2-stroke or 4-stroke
- Twin cylinder 4-stroke overhead valve only
- All parts must, in terms of model and design, date from before 31/12/1972.

4.6 250cc GR2

- Period : -> 31/12/1972
- Engine : 201cc to 250cc
- Any type of engine other than art. 4.5
- Liquid cooling prohibited.
- All parts must, in terms of model and design, date from before 31/12/1972.

4.7 350cc GR1

- Period : -> 31/12/1972
- Engine : 251cc to 350cc,
- Single cylinder 2-stroke or 4-stroke
- Twin cylinder 4-stroke overhead valve only
- All parts must, in terms of model and design, date from before 31/12/1972.

4.8 350cc GR2

- Period : -> 31/12/1972
- Engine : 251cc to 350cc
- Any type of engine other than art. 4.7
- Liquid cooling prohibited.

- All parts must, in terms of model and design, date from before 31/12/1972.

4.9 500cc GR1

- Period : -> 31/12/1972
- Engine : 351cc to 500cc
- Single cylinder 2-stroke or 4-stroke
- Twin cylinder 4-stroke overhead valve only
- All parts must, in terms of model and design, date from before 31/12/1972.

4.10 500cc GR2

- Period : -> 31/12/1972
- Engine : 351cc to 500cc
- Any type of engine other than art. 4.09
- Single or double disc. 2 piston calipers,
- Floating discs prohibited
- Liquid cooling allowed
- All parts must, in terms of model and design, date from before 31/12/1972

4.11 750cc

- Period : -> 31/12/1972
- Engine : 501cc to 750cc
- Liquid cooling allowed
- Single or double disc. 2 piston calipers
- Floating discs prohibited.
- All parts must, in terms of model and design, date from before 31/12/1972

5. POST CLASSIC SPECIFIC RULES

5.1 Post Classic 250-350 2T

- Period : 01/01/1973 <-> 31/12/1982
- Racing road motorcycles prohibited
- Engine :
 - Only 2-stroke parallel twin cylinder from 250 cc to 350 cc.
 - Cassette gearbox prohibited. Exception: MBA & Harley Davidson motorcycles
- Frame :
 - Only competition machines (ex-factory or customer competition).
 - Frames must be made of round or square section tubing with the exception of monocoques (delta box frames prohibited)
 - The mounting of a steering damper above the upper fork crown is prohibited.
 - Light alloy wheels are authorized.
 - Floating disc brakes authorized.
 - If single disc, 4 piston calipers authorized
 - If double disc, 2 piston calipers only
- All parts must, in terms of model and design, date from before 31/12/1982.

5.2 Post Classic 4T GR1

- Period : 01/01/1973 <-> 31/12/1982
- Engine :
 - 2 & 3 cylinder 4-strokes from 500 cc to 1200 cc
- Frame :
 - Racing or original chassis
 - Frames must be made of round or square section tubing with the exception of monocoques (delta box frames prohibited)
 - The mounting of a steering damper above the upper fork crown is prohibited.
 - At least one wheel must be 18 inches in diameter.
 - Light alloy wheels are authorized.
 - Floating disc brakes authorized.
 - If single disc, 4 piston calipers authorized
 - If double disc, 2 piston calipers only
- All parts must, in terms of model and design, date from before 31/12/1982.

5.3 Post Classic 4T GR2

- Period : 01/01/1973 <-> 31/12/1982
- Engine :
 - 4 cylinders or more, 4-strokes, from 500 cc to 1200 cc
- Frame :
 - Racing or original chassis
 - Frames must be made of round or square section tubing with the exception of monocoques (delta box frames prohibited)
 - The mounting of a steering damper above the upper fork crown is prohibited.
 - At least one wheel must be 18 inches in diameter.
 - Light alloy wheels are authorized.
 - Floating disc brakes are authorized.
 - If single disc, 4 piston calipers authorized
 - If double disc, 2 piston calipers only
- All parts must, in terms of model and design, date from before 31/12/1982

5.4 Post Classic GR3

- Period : 01/01/1973 <-> 31/12/1985
- Former Sound of Singles category, Yamaha SRX600, Honda XBR500 & Clubman TT, Yamaha 250-350 RDLC, 250-350-400 RD, Kawasaki 400 KH/S3.
- Fairing and clip-on handlebars mandatory.
- Engine :
 - For ex-S.O.S: Single cylinder 4-stroke, from 500 cc to 650 cc, air or air/oil cooling only
- Frame :
 - Frames must be made of round or square section tubing with the exception of monocoques (delta box frames prohibited)
 - The mounting of a steering damper above the upper fork crown is prohibited.
 - At least one wheel must be 18 inches in diameter.
 - Light alloy wheels are authorized.
 - Floating disc brakes authorized.

- If single disc, 4 piston calipers authorized
- If double disc, 2 piston calipers only
- All parts must, in terms of model and design, date from before 31/12/1985.

6. SPECIFIC IPC RULES

6.1 IPC 125:

- Period : 01/01/1983-> 31/12/1994
- Engine :
 - 2-stroke, max. 125cc, 1 or 2 cylinders
- Frame :
 - Competition machines (ex-factory or customer competition).
 - 2 or 4 piston brake calipers
 - Raced road motorcycles are prohibited.
- **6.1.1 Prohibited :**
 - Power valve (except if originally fitted),
 - Electronic power-jet (solenoid)
 - Carburetor controlled by CDI.
 - Any additional sensor: TPS (throttle position), speed sensor, gear engaged sensor, knock sensor, vibration sensor, data acquisition.
- **6.1.2 Allowed :**
 - Slicks and rain tires (cfr 3.08)
 - Cylinder head
 - Mechanical power jet
 - Intake (except TPS)
 - Exhaust
 - Rev counter, temperature and ignition sensor
- **6.1.3 Mandatory :**
 - Fairing, seat and wheels corresponding to the year of the motorcycle.
 - All parts must be of the model and design of before 31/12/1994

6.2 IPC 250

- Period : 01/01/1983 to 31/12/1994
- Engine : 2-stroke twin cylinder max. 250cc.
- Frame : Only competition machine (ex-factory or customer competition)
- 2 or 4 piston brake calipers
- Raced road motorcycles are prohibited
- **6.2.1 Prohibited :**
 - Power valve (except if originally fitted),
 - Electronic power-jet (solenoid)
 - Carburetor controlled by CDI.
 - Any additional sensor: TPS (throttle position), speed sensor, gear engaged sensor, knock sensor, vibration sensor, data acquisition.
- **6.2.2 Allowed :**
 - Slicks and rain tires (cfr 3.08)
 - Cylinder head

- Mechanical power jet
- Intake (except TPS)
- Exhaust
- Rev counter, temperature and ignition sensor
- **6.2.3 Mandatory :**
 - Fairing, seat and wheels corresponding to the year of the motorcycle.
 - All parts must be of the model and design of before 31/12/1994

7. CLASSIC EVO SPECIFIC RULES

When a motorcycle is of a model manufactured during these periods and has continued to be manufactured without significant modifications, it may be admitted (on file). It must use the elements of the model of the class used

7.1 Classic EVO Gr1

DEFINITION OF "250" MACHINES

- 250cc 2-stroke, 2 cylinder engine
- Concerns motorcycles marketed from 01/01/1983 to 31/12/1995.
- Example : 250 Yamaha TZR, 250 Suzuki RGV, 250 Aprilia RS, 250 Honda NSR, 250 Kawasaki KR1, 250 Suzuki RG Gamma, etc...
- Factory and customer competition motorcycles are prohibited.

DEFINITION OF "SINGLE CYLINDER" MACHINES

- Engine : 500cc to 850cc 4-stroke 1 cylinder:
- Concerns motorcycles marketed from 01/01/1983 to 31/12/1996
- Period prototypes and customer competition are allowed (SoS class)
- Fairing and clip-on handlebars are mandatory

7.2 Classic EVO Gr2

DEFINITION OF "400" MACHINES

- Engine : 400cc 4-stroke, 4 cylinders:
- Concerns motorcycles marketed from 01/01/1983 to 31/12/1995.

7.3 Allowed Elements:

- Delta Box frames
- Injection on single cylinder
- Upside-down forks,
- 16, 17 and 18 inch or larger wheels are allowed,
- Radial master cylinder
- Brake discs: 320 mm max

7.4 Prohibited Elements:

- Calipers more than 4 pistons
- Front brake with radial calipers.
- "Petal" type discs

7.5 Machine Preparation:

7.5.1 Engine:

- No supercharged engines
- Internal parts are free within the limit of the original engine displacement
- The clutch control can be modified by a racing kit type
- Dry clutch is only allowed if it is original on the motorcycle, Exception: Single cylinder
- External parts respecting the original appearance
- The starter motor can be removed
- Free transmission, free gearbox and ratios (number of ratios free)
- Free carburetors
- The main engine casings must be from the period of the category considered

7.5.2 Frame :

- The swinging arm must remain original.
- The rear shock absorber link can be substituted.
- The rear shock absorber can be modified or replaced.
- Special racing frames corresponding to the definition of the category are allowed
- Fairing: mandatory.
- Rain tires are allowed when the Race Director declares the race "wet race" ("wet track").

8. SPECIFIC PARADE RULES

8.1 Parade

- Period : -> 31/12/1982
- Any motorcycle of historical interest that the owner does not wish to enter in competition.
- The center and/or side stand must be locked folded or removed.
- Headlights and taillights, as well as turn signals, are removed or covered with insulating tape.
- Participants' equipment :
 - A leather suit (one-piece preferred, two-piece accepted if joined by a zipper)
 - A modern homologated helmet (full face monobloc preferred) mandatory according to FIM legislation (Annex 2).
 - Leather gloves and boots.
 - Back protection recommended

- A rider participating in a competition cannot be entered for the Parade with the same machine during the same meeting. Another rider can use the machine in Parade.
- Oil catch tank recommended, but not mandatory.
- See Parade Annex.

9. SPECIFIC SIDECAR RULES

Sidecars must always comply with the "General Safety Rules" and the "General Technical Rules". The "Specific Rules" are the particular technical specifications adapted to the class.

If a sidecar theoretically belongs to a class, but does not meet the specific requirements of that class, it is up to the rider to prove that his machine, in this configuration, was actually built or raced on the road during the relevant period and in that class.

Tires cannot exceed 5.5" or 145mm. Exception: Post Classic sidecars, & ex-GP500 sidecar

9.1 Sidecar GR1

- Period : -> 31/12/1972
- Engine : max. 750cc 4-stroke, max. 2 valves, Exception: 1000cc Vincent and Harley Davidson 'cast iron' accepted
- Only tube frames are allowed.
- 'Sitter' type (i.e. seated rider) only.
- Passenger exit in front of the sidecar wheel.
- Motorcycle wheels $\geq 16"$
- Maximum rear tire width: 4" or 100mm.
- Carburetors: maximum diameter 36mm.
- Drum brakes only.
- All parts must, in terms of model and design, date from before 31/12/1972

9.2 Sidecar GR2

- Period : -> 31/12/1972
- Engine : max. 750cc 4-stroke or 500cc 2-stroke,
- 'Kneeler' position only (kneeling rider)
- Disc brakes allowed, 2 pistons per caliper, floating discs prohibited
- Carburetors: maximum diameter 38 mm for 4-strokes and 34 mm for 2-strokes
- In addition to the handlebar brake system, a dual circuit braking system (tandem system) on the foot brake is mandatory. One circuit controls the brake of the rear wheel and the sidecar wheel, the second circuit controls one or two brake calipers on the front wheel. A master cylinder on the handlebar controls an independent brake caliper on the front wheel.
- Passenger exit in front of the sidecar wheel.
- All parts must, in terms of model and design, date from before 31/12/1972

9.3 Sidecar GR3

- Period : -> 31/12/1972
- Engine : max. 1300cc 4-stroke or 750cc 2-stroke.
- 'Kneeler' position only (kneeling rider)
- Disc brakes allowed, 2 pistons per caliper, floating discs prohibited
- In addition to the handlebar brake system, a dual circuit braking system (tandem system) on the foot brake is mandatory. One circuit controls the brake of the rear wheel and the sidecar wheel, the second circuit controls one or two brake calipers on the front wheel. A master cylinder on the handlebar controls an independent brake caliper on the front wheel.
- Passenger exit in front of the sidecar wheel.
- BMW: original Krauser cylinder heads allowed
- All parts must, in terms of model and design, date from before 31/12/1972 (except Krauser cylinder heads)

9.4 Sidecar Post Classic

- Period : -> 31/12/1984
- Air-cooled 4-stroke engines up to 1200cc or air- or water-cooled 2-stroke engines up to 750cc, with short frames in round or square tubes.
- Long F1 type frames prohibited.
- 2-stroke engines 350, 500 and 750 with short monocoque frame, with or without single-arm authorized, e.g. Cat, Seymaz, Windle, Jep, LCR, Schmid.
- Maximum size width 1700mm and length 2400mm
- Ground clearance of the loaded sidecar: 65mm
- The engine block must always be in front of the rider
- Carburetor diameter: maximum 42mm
- Recut slicks allowed
- Profiled tires approved by authorized manufacturers.
- The maximum width of the front tire is 19.5cm on a 10" rim.
- The rims of the rear wheel and the sidecar are of a maximum diameter of 13".
- In addition to the handlebar brake system, a dual circuit braking system (tandem system) on the foot brake is mandatory. One circuit controls the brake of the rear wheel and the sidecar wheel, the second circuit controls one or two brake calipers on the front wheel. A master cylinder on the handlebar controls an independent brake caliper on the front wheel.
- Disc brakes allowed, 2 pistons per caliper, floating discs prohibited
- Passenger exit in front or behind the sidecar wheel.
- All parts must, in terms of model and design, date from before 31/12/1984