



## BRITISH SIDECAR CHAMPIONSHIP TECHNICAL BULLETIN:

**BULLETIN NO: BSC-2026-04**

**DATE:** 16th June 2026

**EFFECTIVE:** Immediate

**SUBJECT:** Performance Balancing – Next-Gen Engine Ballast Penalty

### **1. Background & Objective**

Following data analysis from the opening rounds of the 2026 championship, it has been established that the Next-Gen power units could exhibit a performance advantage in power delivery and top-end output compared to the legacy engine platforms.

To maintain the competitive integrity of the championship, ensure close racing, and manage mechanical stress on control components, the BSC Committee is implementing an immediate performance-balancing measure.

### **2. Regulation Amendment: Minimum Weight Per Class**

Effective from the next official championship event (Knockhill), all teams utilizing Next-Gen power units must carry a mandatory performance penalty ballast. (Triumph 765 & Suzuki 750)

#### **Mandatory Ballast Weight: 20 kg**

**Application:** This weight is in addition to the standard baseline minimum weight prescribed for the outfit in the 2026 Technical Regulations.

Long chassis GP Class: combined weight of Driver, Passenger and WET machine  
(370kg+20kg=390kg)

Long chassis CUP – No Magnesium wheels allowed: combined weight as above  
(395kg+20kg=415kg)

### **3. Ballast Specification & Mounting Requirements**

To ensure safety and compliance, the placement and securing of the 20kg penalty ballast must adhere strictly to the following engineering standards:

**Material:** Ballast must consist of solid metallic plates (preferably lead or steel). Liquid, granular, or loose ballast is prohibited.

**Mounting Location:** All ballast must be mounted securely within the main chassis structure, low down and centralized, to minimize the impact on handling dynamics while keeping the center of gravity safe. Mounting ballast to the sidecar platform bodywork or external aerodynamic devices is illegal.

### **4. Scrutineering & Compliance**

**Verification:** Outfits running Next-Gen engines could be subject to targeted weighing sessions post-qualifying and post-race.

**Penalties for Non-Compliance:** Any outfit found to be under the revised minimum weight or utilizing non-compliant ballast mounting methods will face immediate disqualification from the session and forfeiture of points.

### **5. Continuous Review & Knockhill Data Evaluation**

The BSC Committee emphasizes that performance balancing is a dynamic process. A strategy of **continuous monitoring** is now in place to ensure fairness across all engine platforms.

**Speed Trap Analysis:** The committee will actively utilize the official BSB timing sector data and speed trap figures during the upcoming round at **Knockhill Racing Circuit**.

**Target Metric:** Due to Knockhill's unique undulating topography and short straights, top speeds and acceleration profiles through the designated speed traps will serve as a primary baseline to evaluate the real-world impact of the 20kg ballast.

**Future Adjustments:** This data will be reviewed directly during and after the Knockhill event. The BSC Committee reserves the right to scale, adjust, or suspend the ballast weight for subsequent rounds based on the telemetry gathered.