

# S. R. A. SIDECAR RULES

Under the F.I.M.'s Road Racing Technical Rules, Motorcycles with a permanent Sidecar fall under Group B2 and are described as follows:

"Vehicles with three wheels making two or three tracks on the ground in the direction of forward travel, with a permanently attached Sidecar forming a complete integral unit. If three tracks are made, the center-line of the two tracks made by the motorcycle wheels must not be more than 75 mm (2.95") apart. A track is determined by the longitudinal center-line of each of the vehicle's wheels in the direction of forward travel."

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## ENGINE

- 1.01 Maximum engine displacement shall be no larger than 1200 cc 4 stroke. 900cc 2 stroke. Bore and stroke may be altered to achieve this.
- 1.02 Engines shall be normally aspirated; IE superchargers or turbochargers shall not be allowed. The direct injection of fuel is not considered supercharging.
- 1.03 All sidecars must be fitted with a noise silencer or muffler. This muffler must meet sanctioning body or racetrack (whichever is more restrictive) noise requirements.
- 1.04
  - .01 All gas lines must be fastened with a positive type clamp.
  - .02 All fuel lines under pressure must be of the reinforced type.
- 1.05
  - .01 The fuel tank must be sufficiently and independently protected from the ground.
  - .02 The fuel cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in a crash.
  - .03 Maximum fuel capacity is 40 liters (10.56 U.S. Gallons)
  - .04 Electric fuel pumps must be wired through a circuit cutout that will operate automatically in case of an accident.
- 1.06 Fuel shall be pump gasoline with no octane increasing additives. Only oil designed for lubrication may be added.
- 1.07
  - .01 All fluid overflow lines or tubes, including crankcase ventilation lines or tubes, must enter a heat resistant container of no less than .47 liters (16 fluid oz.) capacity.
  - .02 This container must be vented to the atmosphere in such a way that fluids collected in the container will not overflow until the container is no less than 3/4 full. The heat resistant container must be firmly affixed to the outfit.

- 1.08 Oil catch tanks - Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an (easily) accessible position that must be emptied before the start of a race. It is recommended that the minimum size of a catch tank shall be 250cc ( 8 oz.) for gear box breather pipes and 500cc ( 16 oz. ) for engine breather pipes. All four stroke motors shall be 500cc (16 oz. ) minimum.
- 1.09 Oil drain plugs and supply pipes - All oil drain plugs must be tight and must be drilled and wired in position. Oil fill tubes must be adequately wired in position. External oil filters and screws or bolts that enter an oil cavity must be wired.
- 1.10 Fuel tank breather pipes - Non-return valves must be fitted to fuel tank breather pipes and these have to discharge into a catch tank with a minimum volume of 250 cc (8 oz. ) made of suitable metal.
- 1.11 .01 All external oil lines must be steel reinforced construction lines with crimped or threaded connectors, or be original equipment as supplied by the engine's manufacturer. No plastic or nylon reinforced plastic tubing may be used. No worm drive clamps.
- .02 All coolant lines must be fitted with a positive type clamp which must be safety wired to something other than itself.
- 1.12 .01 All oil coolers and water radiators and their lines must be mounted above the sidecar platform.
- .02 For water-cooled; water or otherwise approved fluid by sanctioning body only permitted.
- 1.13 The drive shall be transmitted to the ground only through the rear wheel of the sidecar.

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## CHASSIS AND SUSPENSION

- 2.01 .01 A sidecar is a three-wheel vehicle leaving two tracks with only the rear most wheel driving. The two wheels shall form a single line track not more than 75mm (2.95") out of line, track center to track center.
- .02 The distance between the tracks left by the center lines of the rear motorcycle wheel and the sidecar wheel must be at least 800mm (31.5") and not more than 1100mm (43.3").
- 2.02 The engine must be located in typical two wheel motorcycle location. This means that the engine must be between the front wheel and the rear drive wheel, engine centerline shall not extend more than 160mm (6.3") beyond the centerline of the rear wheel. By definition, the centerline of the engine is the position midway between the centerline's of the outermost cylinders for transverse engines or the crankshaft for in line engines.

- 2.03 The motorcycle must be steered by a non-adjustable handlebar that is directly fixed to the steering unit of the motorcycle. The handlebar must not be lower than the spindle of the front wheel. The steering unit can only consist of a swinging arm or fork mounted on a single or double stanchion or a telescopic fork. The steering unit must operate through the front wheel.
- 2.04 Suspension of the front wheel must be designed so that under suspension action and in a straight ahead position, the wheel shall only move vertically and in a single plane relative to the motorcycle - the plane must be in the driving direction. This must occur without changes to the camber or the sidetracking. The vertical travel of the front and rear wheel spindles under suspension action must be at least 20mm (.787").
- 2.05 .01 A steering head must be fitted which like the handlebar must not be attached to the unsprung part of the front wheel suspension.
- 2.06 No suspension or steering of any kind will be allowed on the sidecar wheel. It must be solidly fixed to the chassis.
- 2.07 Vehicles must have a solid and effective protection between the driver and the engine. This protection must prevent direct contact between the driver's body or his clothes and escaping flames or leaking fuel and oil.  
NOTE: This can consist of a frame only, provided it provides effective protection.
- 2.08 The driver's seat if any, (minimum dimensions 200mm (7.87") in length and 150mm (5.90") in width) must be fixed at a maximum height of 150mm (5.90") above the Sidecar platform.

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## THE SIDECAR

- 3.01 The chair can be on either the right or left side of the machine.
- 3.02 The sidecar must be fixed to the motorcycle in at least three points, if it is not an integral part of the chassis. The fixing points must not allow movement at the joints. If the angle of the inclination is changeable, it must be locked in such a way that it completely secured and not only clamped on.
- 3.03 Sidecar outfit track to be not less than 800mm (31.5") or more than 1100mm (43.3").
- 3.04 See Diagram  
Maximum dimensions are:
- |                |                  |                                |
|----------------|------------------|--------------------------------|
| Overall width  | 1830 mm (72.04") | (Including the exhaust system) |
| Overall height | 800 mm (31.5")   | (Front)                        |
|                | 600 mm (23.62")  | (Rear)                         |
| Overall length | 3300 mm (129.9") |                                |
| Wheel base     | 2300 mm (90.5")  |                                |



Note: All tires will be measured on the rim at a pressure of 1 kg/cm<sup>2</sup> (14 PSI); measurements taken at a tire section located at 90 degrees from the ground.

- 4.01 The maximum width of the front tire tread, measured from the point where the wall of the tire finishes and the tread pattern start, to the point where the tread pattern stops and the wall of the other side starts must not exceed 220mm (8.66"). (Only the section of the tread pattern normally in contact with the ground is measured.)
- 4.02 The rear tire must not exceed 254mm (10.00"), similarly measured.
- 4.03 When the springs are compressed to their maximum, there must still remain a minimum wheel clearance of 15mm (.59") to every fixed part.
- 4.04 The minimum diameter of an inflated tire must be 460mm (18.1").
- 4.05 With the exception of slick tires and tires marked not for highway use, the manufacturer must identify the tire with a mark indicating:
  - \* the manufacturer's brand name
  - \* the year of manufacture (in code)
  - \* the tire dimension
  - \* the speed category (permitted max. speed) - V,
  - \* any other feature necessary for correct use of the tire.
- 4.06 The minimum rim dimensions 254 mm (10.00") diameter x 64mm (2.51") width.
- 4.07 The tire must be mounted on a corresponding rim. The rim interior must not be deformed or damaged.
- 4.08 Tire Surface Tread Pattern:
  - .01 The surface of the tire can be smooth (IE. without tread grooves) or threaded.
  - .02 The tread pattern is unrestricted.
  - .03 Regrooving of tires may be permitted provided the end result is a tire that is safe to use (as deemed by the technical inspector); Regrooving of worn slicks is not permissible; No regrooving is permitted on tires with cracked sidewalls or with cords showing.
  - .04 The choice of a certain type of tread pattern is left entirely up to the individual driver.
  - .05 The surface of a slick tire must contain three or more hollows at 120 degree intervals or less, indicating the limit of wear on the center and shoulder areas of the tire. When at least two of these indicator hollows become worn on different parts of the periphery, the tire must no longer be used.

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## BRAKES AND SWITCHES

- 5.01 .01 All sidecars must have the following braking system: One main system with at least two circuits operating separately. One of the circuits must work at least two of the three wheels.
  - .02 If one system fails, the other system must work efficiently.
  - .03 A front brake separate from any other braking system and operated by a hand lever on the handlebar is required.
  - .04 All brakes will be operated by the driver only.
- 5.02 The throttle must be self-closing (spring loaded) so that it will close when not held by hand.
  - 5.03 It is strongly recommended that an ignition cutout be fitted to operate when the driver leaves the machine. This ignition cutout system must interrupt the primary circuit and must be wired for the supply and return of the current. It must be placed as near to the center 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 right-hand wrist. A spiral cable (similar to that of a telephone wire) of a maximum 1m (39") when extended is permitted.

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## CONTROL LEVERS

- 6.01 All handlebar levers (clutch, brake, etc.) must be in principle ball ended (diameter of this ball to be at least 19mm(.748")). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part is 14 mm(.55")). These ends must be permanently fixed and form an integral part of the lever.
- 6.02 The maximum length of control levers measured from the pivot-point to the extremity of the ball must not exceed 200 mm (7.87").
- 6.03 Each control lever must be mounted on an independent pivot.
- 6.04 Handlebars levers are to be of the ball type. Footrests, handholds, pedals and levers need not be covered, but must be free must sharp or ragged edges.

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## STREAMLINING, PROTECTIVE SHIELDS AND GUARDS

- 7.01 Any part of the streamlining which faces rearward, must be finished with rounded edges of 3.5 mm(.137") minimum radius.

- 7.02 Exhaust fumes must be discharged toward the rear but not in a manner as to raise dust, foul the tires or brakes, or inconvenience a passenger or any other drivers. All possible measures must be taken to prevent the possible loss of oil so that it does not inconvenience a following driver.  
\*\*This is applicable for conventional sidecars.
- 7.03 The exhaust must discharge horizontally and towards the rear, at a maximum of 30 degrees to the Axes of the machine, and at the end be of constant diameter over a distance of 30 mm. (1.181").
- 7.04 The exhaust pipe must not extend beyond the width of the sidecar and the furthest extremity of the exhaust pipe must not extend beyond the vertical line drawn at the tangent to the rear edge of the sidecar body. Exhaust pipes fitted to the side of the sidecar must be covered so that it is impossible for them to become entangled with another machine.
- 7.05 Exhaust pipes and silencers must fulfill all the requirements concerning noise control.
- 7.06 .01 The forward extremity of the streamlining shall be not more than 400mm (15.74") in front of the foremost part of the tire. (See Diagram) The extreme rear edge of the streamlining must be not more than 300mm (11.81") beyond the extreme edge of the rear wheel. (See Diagram)
- 7.07 Whatever the position of the handlebars there must be a space of at least 20mm (.787") between the streamlining and the ends of the handlebars or other steering systems, including any attachments thereto.
- 7.08 Spoilers and aerodynamic devices are authorized on condition that they do not extend beyond the overall dimensions of the bodywork and are an integral part of the fairing and/or body.
- 7.09 The streamlining must not have any sharp edges.
- 7.10 .01 The driver's torso and the passenger's body must be completely visible from above at all times.
- .02 Neither the driver nor the passenger may be covered from above nor may they be attached to the vehicle in any way. Furthermore, the passenger must be able to lean out either side.
- 7.11 The inside of the sidecar wheel fender must cover the sidecar wheel to protect the passenger.
- 7.12 A guard is required if secondary transmission is not shielded by the bodywork.
- 7.13 The sidecar wheel must be enclosed down to the level of the sidecar platform on the inside, and to the top of the rim flange on the outside. The rear wheel must be

shielded/covered in such a way so as the passenger will not come in contact with it.

- 7.14 A cover or shield must be placed over all drive chains and/or belts in such a way that the passenger or driver will not be able to get entangled in them. Distributor, magneto and exhaust pipes should be covered or shielded as needed.
- 7.15 No handles on the sidecar side of the vehicle may protrude past the fairing on the vertical plane. All handles must be positioned so they cannot catch on another vehicle. All handlebars positioned on the outside perimeter of the fairing must not be open-ended. All handholds must be of the closed-loop type.
- 7.16 The battery must be covered in such a way that neither the driver nor the passenger can come directly into contact with the battery or its contents.

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## GENERAL

- 8.01 Riders must possess a current SRA Racing License and any other licenses that may be required. (I.E. Clubs, Events, etc.)
- 8.02 Riders must be at least 16 years of age. Riders under 18 years of age must have their license application and all practice and race entry forms signed by a parent or legal guardian.
- 8.03 All forms must be filled out in INK with signatures and dates as required. **"FAX" entries are NOT accepted.**
- 8.04 Each Team is responsible for the conduct of their pit crew
- 8.05 Each team shall be responsible for leaving their pit area in a clean and acceptable condition prior to leaving the track.
- 8.06 Machines must be rescrutineered after a spill before starting another heat, race or practice session. Sidecars may be recalled by the technical inspector/scrutineer at any time.
- 8.07 In the event of a mishap to either the driver or passenger, no substitute will be allowed unless authorized by the Senior SC Club Referee and at least one of the Executive Officers of the Organizing SC Club.
- 8.08 In order to participate in a race (Heat, Qualifier, Final), both driver and passenger must complete a minimum of one practice session and be duly approved by at least one Sidecar Club officer or designate.
- 8.09 .01 Three number plates are required. One on the front of the outfit and one on each side. Minimum dimensions are 10 inches high by 10 inches wide. Number plates shall be white with black numbers. The numbers shall be standard type



block lettering eight (8) inches high to fit. Numbers not considered to be legible by race officials of the sanctioning body must be changed as directed by the race official.

.02 The English form for number must be used. That is single vertical line for the "one" and a simple sloping line without a horizontal line for the "seven".

.03 If the driver, at any time throughout the course of an event, requires changing machines, he/she must carry their original number plate with them.

8.10 Bank sidecars are forbidden.

8.11 A novice driver and/or passenger must wear a bright identification marker for three (3) races. The identification will be a large "X" on the back of driver and/or passenger, color to contrast with protective gear -- or to board discretion.

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#### RACE AND PRACTICE DAY RULES PROCEDURES

9.01 All teams, whether pre-entered or post-entered, must sign in at morning registration. Be prepared to show current license and to sign waiver form.

9.02 Teams signing up on raceday will be gridded at the rear of their class, regardless of points earned. Pre-entry is encouraged.

9.03 When going to Tech Inspection, you must bring leathers, helmet, and protective gear with your outfit and present your tech slip to inspector. Failure to go through Tech means disqualification.

9.04 When your practice or race is announced, report to pre-grid area promptly. Do not move from pre-grid area until directed event personal. **BE ON TIME!!!**

9.05 A drivers' meeting will be held at each event. Attendance at this meeting is mandatory! It is not sufficient to send a pit crew member instead of the driver/passenger. Teams not attending are subject to disqualification.

9.06 During a race or practice, if you must slow down or get off the track, signal your intentions and pull off safely and completely. **IF YOU ARE LEAKING ANY TYPE OF FLUID DO NOT PROCEED, WAIT FOR CRASH TRUCK.** If you can proceed under your own power, go slowly and keep clear of the racing line. If your machine cannot be driven, do not push it back to the pits, wait for crash truck. If in doubt wait. Do not stop in an "impact" area.

9.07 Watch the flags, both at the corners and at the start /finish line. Be aware.

9.08 **5 MPH speed limit in all pit areas**, including bicycles and skateboards.

- 9.09 Children 12 years and under shall be under immediate adult supervision at all times.
- 9.10 Dogs must be on a leash, held or tied off, at all times. Violation of this rule will result in a \$100 fine to the driver.

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## EQUIPMENT AND PROTECTIVE CLOTHING

During practicing and racing, drivers and passengers must wear the following clothing and footwear:

- 10.01 Both driver and passenger must wear a complete leather suit of at least 1.2mm in thickness (on all parts of the suit). Non-leather material may be used if it meets with requirements as outline below.
- 10.02 Material equivalent to leather - The following characteristics of the material must be at least equivalent to 1.5mm of cowhide (not split leather).
- \* Fire retardant quality
  - \* Resistance to abrasion
  - \* Coefficient of friction against all types of asphalt
  - \* Perspiration absorbing qualities
  - \* Medial test - non toxic and non-allergic.
  - \* Fabric of a quality that does not melt.
- 10.03 Both the driver and passenger must wear complete undergarments if they use suits which are not lined. Suitable undergarments may be of the Nomex type, they may also be of silk or simply cotton. Synthetic material which may melt and which could harm the driver's skin in an accident are not allowed, neither for the suit lining nor for the undergarments.
- 10.04 Drivers' footwear must be of leather or an approved substitute material and of a minimal height of 200mm (7.87") to provide, with the suit, complete protection.
- 10.05 Both driver and passenger must wear protective gloves.
- 10.06 Every team shall have a fully charged 2-1/4 HG Dry Powder or CO2 fire extinguisher in their pits.
- 10.07 HELMETS

It is compulsory for all participants taking part in practice and races to wear a good protective helmet. The helmet must be properly fastened, be of a good fit and be in good condition. The helmet must have a chine strap type 'retention system'. Helmets constructed with an outer shell of more than one piece are permitted, provided that, in case of emergency, they can be quickly and easily removed from the rider's head by releasing or cutting the chin strap only. Helmets must be marked with the official stamp of approval of a National Motorcycling Federation

(IE. SNELL Foundation). Helmets must meet the sanctioning body's requirements and technical inspection standards.

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## SCORING

### 11.01 GRIDDING

Done by pre-entries first. Pre-entry determined by last race finish then by point standing. Post entry determined in same manner.

### 11.02 POINTS STRUCTURE

11.02 .01 Show events - receive 5 points to start and 5 points to finish.

.02 Scheduled practice and/or events -- 5 points to show.

.03 Heat race win will be 2 points

.04 Race event -- receive finishing points < plus 1 point to start >

| <u>FINISH</u>                  | <u>POINTS</u>                               |
|--------------------------------|---|
| <u>Positions 1 thru 15</u>     | 15- 13- 11- 9- 8- 7- 6- 5- 4- 3- 2- 2- 2- 2 |
| All finishers receive 2 points |   |

11.03 Purse money when offered -- paid only to race starters.

11.04 Double points events will be announced at beginning of season.

11.05 Top ten drivers carry their numbers for the season. Permanent numbers stay with driver. Driver may run their assigned number.

11.06 Points awarded only to "Racing Members" of the S.R.A. Points are awarded only after membership dues have been paid.

11.07 A separate point total will be kept for drivers and passengers.

11.08 Championship points accumulated by driver only.

### 11.09 ACCEPTANCE

Drivers whose best qualifying lap time exceeds by more than 10% that of the third fastest motorcycle within its class (where similar weather conditions prevailed) may be excluded at the discretion of the Clerk of the Course.

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## PROTESTS

In an effort to equalize motorcycle performance and keep down the costs of racing, S.R.A. prohibits certain performance modifications in the class. Violation of these prohibitions is

expected to be detected by the racers themselves and the following protest mechanism is made available to enforce both the LETTER and SPIRIT of the rules.

- 12.01 Protests must be made to the Race Director in writing, either before or after the specific class is raced.
- 12.02 Protests must be made within thirty (30) minutes of posting results; after thirty (30) minutes, results are official. Trophies and awards are available after protest period.
- 12.03 Protests may be made **only** by rider(s) racing that day in the same class as the protested machine/rider. **Protests will only be accepted from rider(s) properly entered and participating on legal equipment for class in question.**
- 12.04 Valid (upheld) protests will result in appropriate action taken by S.R.A. Such action can include disqualification of rider from event, denial of points, trophies or other awards for the specific class, either for that race day **or** the current year. Riders repeatedly violating S.R.A. Rules and Regulations are subject to: license suspension and/or revocation; and/or monetary fines.
- 12.05 Protests which can be resolved by inspection without tools require no protest fee.
- 12.06 All other protests will cost a minimum of \$25.00 with the maximum amount to be determined by S.R.A. prior to any inspection or required disassembly. Fees are subject to change.  
Examples:      Removal of Valve Cover      \$150.00  
                         Removal of Cylinder Head      \$300.00  
                         Disassembly of Bottom end      \$500.00
- 12.07 Protest fees must be posted in cash or by a check made payable to the S.R.A. and will be paid to the protested rider if the protest is found invalid.
- 12.08 There is no additional protest period after revised results are posted.
- 12.09 The decision of the S.R.A. officials on any protest is final.

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## STARTING PROCEDURE

- 13.01 Drivers are responsible to check their grid position. Drivers are responsible to report to pre-grid area in a timely manner. Drivers reporting late to pre-grid and missing the warm-up lap will start at the rear of their field regardless of original grid assignment.
- 13.02 All classes will be given a warm-up lap preceding their race. Drivers shall immediately take their assigned grid positions.
- 13.03 Proper grid position will be with front tire (centerline of front axle) directly over assigned grid number.

- 13.04 The "2-minute" board will be displayed by the starter until the grid is complete or until it apparent that such will not occur within a reasonable time.
- 13.05 Following the "2-minute" board, the "1-minute" board will be displayed for a minimum of 15 seconds. During the period, late-arriving and re-started motorcycles must take a position at the rear of the grid. They may not attempt to take their otherwise proper positions. After the "1-minute" board is turned sideways, the green flag will be displayed within 1 to 10 seconds.
- 13.06 A legal race start is when the green flag is waved by the starter.
- 13.07 A jumped start occurs when riders rear wheel crosses the assigned grid position number.
- 13.08 A false (jumped) start, prior to waving of the green flag, which is immediately halted will return to the "1-minute" board status. Drivers "jumping" the flag, prior to the race start, will be warned once only, and allowed to resume their assigned grid position.
- A. Drivers violating this directive a second time will be placed at the rear of their classes starting grid.
  - B. Drivers violating this directive a third time will be excluded from the event (disqualified)>
- 13.09 Drivers jumping the legal race start and gaining unfair advantage over their competitors, as determined by S.R.A. Starter, will be docked one (1) lap.

## REFUNDS

- 14.01 All refunds require a "carry-over" slip and will be treated as credits for subsequent practice or race entry. Carry-overs may not be used for rider licensing.
- 14.02 Non-participation in both practice and the entered race(s) entitles the rider to a 100% carry-over.
- 14.03 Attending only race day practice entitles the entered driver to a carry-over of the second, third, etc., entry fees. First entry is forfeited.
- 14.04 Once a rider has entered the pre-grid, that constitutes a race, and no carry-over will be issued.
- 14.05 After participating in a race, each race entered but missed due to mechanical problems, injuries, etc., may be carried over as a second entry.

14.06 Carry-overs will be honored for the Race Year. Last race will be carried over to the first race of the next Race Year.

14.07 **A carry-over form is required and is available at S.R.A. Registration. No credit will be issued without this form. The carry-over form must be received with payment of balance of entry fee to be valid.**

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## TECHNICAL INSPECTION

### 15.01 SCRUTINEERING

- .01 The Scrutineer shall check both the machine and the rider for compliance with the technical specifications. Where specifications are set down in respect of clothing, helmets, etc., the rider must wear his clothing to Scrutineering to demonstrate good fit, etc.
- .02 It is the responsibility of the driver to present his machine for re-scrutineering subsequent to accident damage together with helmet and clothing.
- .03 The fairing of sidecar machines should be removed and replaced by the competitor during scrutineering with particular attention being paid to securing the fairing to the chassis.
- .04 Crashed machines must be returned to the scrutineering bay for examination. It is the responsibility of the competitor to ensure his machine is suitable and roadworthy for the event.

### 16.01 IDENTIFICATION CARDS

Name, address, DOB, blood type (preferable).

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PLEASE NOTE: Failure to observe the above rules will entail exclusion.

These rules are to serve as a guideline. Sidecar classes are required to adhere to the sanctioning bodies guidelines however similar/different from these they may be.

### **Rules changes/updates for 1999**

\*\*\*\*\* Oil control \*\*\*\*\*

Oil containment shall be by liquid-tight container with a minimum of 3 quarts capacity. Oil absorbing material shall be in addition to above and is mandatory.

Machines shall be inspected for liquid leakage and oil containment before going on the track for each session. This shall be in addition to full technical inspection at designated area. If any found, machine shall return to pits for correction.

Machines shall be inspected for liquid leakage and oil containment after leaving track during or at end of session. If any found, machine shall return to pits, apply corrections and go through full technical inspection at designated area.

All external oil lines shall be safety wired.

All threaded components that have liquid behind them shall be safety wired.

\*\*\*\*\* Points System \*\*\*\*\*

Definition of starting race: Crossing the start/finish line at the green flag and continuing under machine power.

Definition of finishing race: Crossing the start/finish at the checkered flag.

Point system:

|                  |           |                  |           |                  |           |
|------------------|-----------|------------------|-----------|------------------|-----------|
| 1 <sup>st</sup>  | 36 points | 11 <sup>th</sup> | 20 points | 21 <sup>st</sup> | 10 points |
| 2 <sup>nd</sup>  | 32 points | 12 <sup>th</sup> | 19 points | 22 <sup>nd</sup> | 9 points  |
| 3 <sup>rd</sup>  | 29 points | 13 <sup>th</sup> | 18 points | 23 <sup>rd</sup> | 8 points  |
| 4 <sup>th</sup>  | 27 points | 14 <sup>th</sup> | 17 points | 24 <sup>th</sup> | 7 points  |
| 5 <sup>th</sup>  | 26 points | 15 <sup>th</sup> | 16 points | 25 <sup>th</sup> | 6 points  |
| 6 <sup>th</sup>  | 25 points | 16 <sup>th</sup> | 15 points | 26 <sup>th</sup> | 5 points  |
| 7 <sup>th</sup>  | 24 points | 17 <sup>th</sup> | 14 points | 27 <sup>th</sup> | 4 points  |
| 8 <sup>th</sup>  | 23 points | 18 <sup>th</sup> | 13 points | 28 <sup>th</sup> | 3 points  |
| 9 <sup>th</sup>  | 22 points | 19 <sup>th</sup> | 12 points | 29 <sup>th</sup> | 2 points  |
| 10 <sup>th</sup> | 21 points | 20 <sup>th</sup> | 11 points | 30 <sup>th</sup> | 1 point   |

Starting an event (see above definition) gives one (1) point in addition to above.

Finishing an event (see above definition) gives the above points based on laps completed.

**Delete Rule 2.03 of 1999 SRA Rulebook regarding direct connection of handlebars to front wheel and replace it with FIM rule 53.17 as follows:**

The motorcycle must be steered by a handlebar.

The handlebar extremities must not be lower than the front wheel spindle nor more than 500mm behind the front wheel spindle in the straight ahead position.

The steering axis must not be offset more than 75 mm from the front wheel centre line.

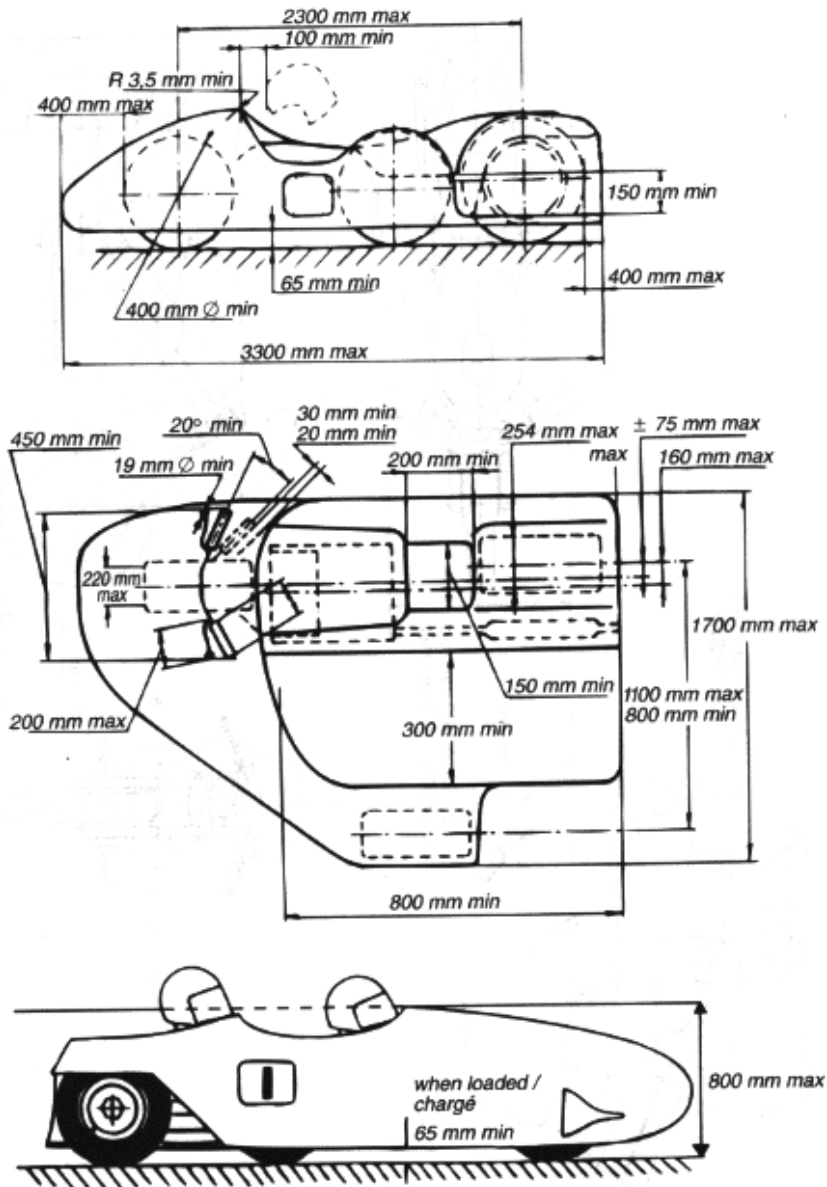
The effect of this change will allow linkage steering.

## **SIDECAR DRAWING**

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## SIDECAR

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## FLAGS

Various colored flags are used at the start/finish line and at each corner during events to control race traffic, and to warn of dangers ahead on the race course.



**GREEN** Start of the race. Also indicates the end of a caution (YELLOW) section.

**YELLOW (stationary)**

Caution. the track is not blocked, but be alert. You **MAY** pass under a **STATIONARY** yellow flag.

**YELLOW (waving)**

Danger. Maintain racing line. **NO PASSING under a WAVING yellow flag.**

**WHITE with RED CROSS** There is an emergency vehicle on or near the track. Proceed with caution.

**RED**

The race has stopped. There is immediate danger on the race track. **STOP** as soon as possible and pull to the side of the track. Look for a Corner Marshal to instruct you when to proceed. The Corner Marshal will display a standing **RED** flag and will wave you on with a **YELLOW** flag. Proceed with great caution and reduced speed to the starter and/or pre-grid, watching out for emergency vehicles on the track moving in either direction.

**Crossed FLAGS** Crossed **WHITE** and **CHECKERED** Flags indicate that the race is half over.

**WHITE**

One more lap remains in the race.

**CHECKERED**

The race (or practice) has ended. Proceed at less than racing speed around the track to the designated track exit. Use proper signal at exit.

**BLACK**

(WITH DRIVERS NUMBER)

Something is wrong with your equipment. Proceed around the track to the hot pit lane and check with the Starter. (Riders violating this directive are subject to disqualification from event).

**NOTE:** Any additional flags will be stated at the drivers meeting or by the Race Director.