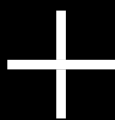




RULEBOOK



Three Wheels



Two People



Tons of FUN





SIDECAR RACERS ASSOCIATION EAST – RULES AND REGULATIONS

INTRODUCTION

In the event of a discrepancy between SRA rules, track requirements and the sanctioning body at a race event, the most restrictive interpretation shall apply. Discrepancies occur most commonly in areas of noise restrictions, technical and safety regulations. It is the responsibility of drivers and passengers to read, know, and comply with the track and sanctioning body rules applicable to where the SRA is racing.

Sections One, Two, Three, and Four apply to all classes of sidecar racing without exception. Sections Five, Six, Seven, and Eight address the requirements of their specific classes only.

Section One: SRA General Rules

Chapter 1: Technical Inspection

1. Where the sanctioning body carries out tech inspection paragraphs 3-5 do not apply.
2. All drivers and passengers must be paid up annual or one event SRA racing members before sidecar and equipment can be inspected.
3. Prior to first practice at every event, a team's sidecar and equipment must be inspected by an SRA Technical Inspector. In addition to checking safety features, this inspection may include measurement of engine specifications, oil containment and catch tank capacities and other criteria. Failure to go through Tech will result in disqualification.
4. Leathers, helmets, and protective gear must be available for tech inspection.
5. After any major incident, two or more wheels off track or fluid leakage, the machine must be inspected by an SRA Tech Inspector before entering the track for another session. SRA to provide Tech Inspector with Tech Inspection forms. Originals will be retained by the SRA.
6. Bodywork, including the chair wheel fairing must be removed for tech inspection.
7. Sidecar teams shall inspect machines for liquid leakage and oil containment before and after each track session. If any leaks are found, machine shall return to pits for correction.

Chapter 2: Numbers

1. 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.
2. Numbers shall be standard block lettering, minimum 8 inches in height. Numbers considered illegible by the sanctioning body must be changed as directed by race officials.
3. The English form of the number must be used. This is a single vertical line for the 'one' and a sloping line without horizontal cross for the 'seven'.
4. Race numbers remain with the driver. If the driver changes machines at any time during an event, the team must get permission from the SRA and race officials.



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5. When required an appropriate transponder must be carried in order to be scored. In case of failure, the sanctioning body determines scoring.

Chapter 3: SRA member Conduct

1. All SRA members are expected to know and comply with all the rules of the track facility and the event sanctioning body. Infractions of those rules will be subject to penalties imposed in accordance with their rules and procedures.
2. Attendance at all sanctioning body “Rider’s Meetings” is mandatory for both driver and passenger. Teams not in attendance may be penalized by the sanctioning body.
3. There will be no alcohol or non-prescription substance use during a practice day or race day per the rules of the track. Anyone deemed impaired will not be allowed to participate.
4. No substitution of either the driver or passenger will be allowed unless authorized by an SRA Executive Officer and an official of the sanctioning body.
5. In order to compete in a race (heat, qualifier or final), both driver and passenger must have a completed a minimum of one practice session and be duly approved by at least one SRA Executive Officer.
6. The driver and passenger may not switch positions during a race.
7. Driver and passenger must both complete the race for points to be awarded.
8. Each team is responsible for leaving their pit area in a clean and acceptable condition prior to leaving the track.

Chapter 4: General

1. Drivers and passengers must possess a current SRA Racing membership and any other licenses that may be required by the sanctioning body.
2. All members must have valid and appropriate medical insurance that covers motorsports for all jurisdictions the SRA races in.
3. Drivers and passengers under 18 years of age must have their SRA membership application signed by a parent or legal guardian. Age of riders eligible to race and signature requirements is in accordance with the rules of the sanctioning body.
4. All teams must sign all waivers and complete sanctioning body requirements prior to first on-track session.
5. For teams with a novice driver and/or passenger, the passenger must wear a bright identification marker for their first three weekends. Orange T-shirts are acceptable and will be made available by the SRA. Reflective vests or contrasting taped X on the back of the leathers are also acceptable.



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Section Two: Equipment and Protective Clothing

Chapter 1: Helmets

1. All drivers or passengers competing in an event (heat, practice or race) must use a full- face helmet in accordance with sanctioning body rules.
2. An undamaged visor must be fitted and secured in the down position when on the track.
3. All helmets must be properly fastened at all times.

Chapter 2: Clothing

1. All outer clothing must be made of leather or an accepted alternate material and be in good repair. One-piece racing suits are recommended.
2. Two-piece leather suits must have top and bottom parts safely and securely zipped together.
3. All drivers and passengers must wear protective gloves.
4. Leather boots or acceptable substitutes (e.g. high-top leather running shoes, wrestling boots, leather work boots, etc.) must be worn.
5. All drivers and passengers must wear back protection.

Chapter 3: Other

1. All drivers and passengers must have a completed medical information card. It must be carried in accordance with sanctioning body rules.
2. The team must wear all equipment specified whenever they are on the track. This includes warm-ups, cool-down laps, demonstration laps or practice laps.
3. No clothing may flap at speed.
4. Failure to observe safety rules is grounds for disqualification or exclusion from results. Blatant disregard for safety may be grounds for suspension.
5. Every team shall have a fully charged 2-1/2 lb (1A:10B:C), or larger, Dry Powder or CO2 fire extinguisher in their pits.

Section Three: Points Structure and gridding

Chapter 1: SRA Schedule

1. Points are only awarded for official SRA scheduled events, as determined by the executive and/or presented at the AGM.
2. SRA schedule changes must be made no later than 21 days prior to an event, unless the change is directed by the organization sanctioning the event.
3. Official track results will be used to determine the finishing position.
4. No races are handicapped.



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Chapter 2: Awarding of Points

1. Points will be awarded for the heat and final races as follows:

1 st place 20 points	8 th place 10 points	15 th place 3 points
2 nd place 18 points	9 th place 9 points	16 th place 2 points
3 rd place 16 points	10 th place 8 points	17 th place 1 points
4 th place 14 points	11 th place 7 points	18 th place 1 points
5 th place 13 points	12 th place 6 points	19 th place 1 points
6 th place 12 points	13 th place 5 points	20 th place 1 points
7 th place 11 points	14 th place 4 points	

One point will be awarded for starting a race even if the team has a DNF

If the team completes 50% of the laps in the race, points will be awarded for the place they DNF'd in. (i.e.: 9 entries, team breaks down in 5/8 laps. 9 Points will be awarded)

2. Races considered "Heat races" by some sanctioning bodies are counted as points races by the SRA.
3. Points are only awarded to paid racing members of the SRA.
4. Drivers and passengers will be awarded separate points.
5. A rider or passenger must have competed in a minimum of four races to be eligible for series awards.
6. Points accumulated as a driver cannot be carried over if the driver becomes a passenger, or vice-versa.
7. A team must start the race in order to qualify for points
8. During a North America High Points Championship Series, the heat race of the second leg will be used to break a tie. If the tie still exists, the heat race of the first leg will also be used.
9. The top overall three drivers may carry their finishing number for the season (i.e. first place from the previous season will run #1; second place will run #2; etc). It is not mandatory that drivers use these numbers but these numbers cannot be used by other drivers.

Chapter 3: Grids

1. Rules 2-6 apply only if the sanctioning body allows the SRA to produce the grid sheets.
2. The driver in pole position may choose either the inside or the outside pole position; the rest of the grid will be lined up accordingly. The pole position driver must notify the SRA Race Director prior to posting the gridsheet.
3. Teams will be gridded for the first race of the event by order of SRA driver points and then sign-in order for that event.



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4. Final Race grid will be determined by finish order of the first race of that event. Where no heat race or qualifier is run, the procedure will be as for a heat race grid.
5. Teams signing up on the second race day of an event will be positioned at the rear of the grid, regardless of prior points earned.
6. The previous year's overall Driver point totals will be used to determine grids for the first race of the season.
7. Drivers are responsible to know their grid position and to report to pre-grid on time. Drivers reporting late to pre-grid and missing the warm-up lap will start from pit lane, or not at all, at the discretion of the race officials.
8. All classes will be given a warm-lap preceding their race. Drivers shall immediately take their assigned grid positions.
9. Proper grid position will be with front tire (centerline of front axle) directly over assigned grid number.
10. A "Jump Start" is any movement of the bike prior to start of the race as called by the race officials and/or gridding in the wrong position to the advantage of the team. Drivers jumping the legal race start and gaining unfair advantage over their competitors, as determined by the sanctioning body, will be penalized in accordance with sanctioning body rules.

Section Four: Protests

Chapter 1: Protest Procedures

In an effort to equalize performance and keep down the costs of racing the SRA prohibits certain performance modifications. 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.

1. Protests must be made to the SRA Race Director in writing, either before or after the race.
2. Protest must be made within 30 minutes of posting results; after 30 minutes, results are official. Trophies and awards are available after protest period. Protests may be made **only** by drivers and passengers in the same practice or race.
3. Upheld protests will result in appropriate action taken by SRA. Such action can include disqualification from event, denial of points, trophies or other awards for specific class, either for that race day or the current year. Repeated violation of the SRA Rules and Regulations may result in membership suspension and/or revocation; and/or monetary fines.
4. Protests, which can be resolved by inspection without tools, require no protest fee.
5. All other protests will cost a minimum of \$25.00 with the maximum amount to be determined by SRA prior to any inspection or required disassembly. Fees are subject to change.
6. Examples:

Removal of Valve Cover	\$150.00
Removal of Cylinder Head	\$300.00
Disassembly of Bottom End	\$500.00



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7. Protest fees must be posted in cash or by a cheque made payable to the SRA and will be paid to the protested rider if the protest is found invalid.
8. There is no additional protest period after revised results are posted.
9. The decision of the SRA officials on any protest is final.

Chapter 2: Complaint Resolution Process

The SRA is strongly committed to promoting Safe and Sportsmanlike racing on the track. The following complaint resolution and disciplinary action processes include behavior on the track, in Pit Lane and in the Paddock area.

1. Complaint must be submitted immediately following the offence for action to be taken.
2. When a complaint is received the defendant will be notified. Complaints about a practice that are not submitted until after the next practice or race will not be accepted.
3. All SRA members who were on the racetrack at the time of the offence will attend a brief meeting where the complaint and defense will be heard. After which, an anonymous ballot will be submitted by each member, indicating “Guilty” or “Not Guilty”
4. A member of the Executive will count ballots while the group is still assembled and announce the results at that time.

Disciplinary Action – Guilty Decision

1. If a guilty decision is returned, the offender will receive a 10 Second Time Penalty.
 - a. If the offence happened during practice, the penalty will be applied to the next race.
 - b. If the offence happened during a race, the penalty will be applied to that race.
2. If race times are not captured electronically due to absence or failure of transponder, the offender will be considered to have finished the race behind the bike that crossed the finish line behind them.
3. If an offender receives two complaints with “Guilty” results in one weekend, the team will not be permitted to practice or race the remainder of the weekend and will lose any/all points accumulated in that race weekend.
4. If an offender receives three complaints with “Guilty” results in one season, their SRA membership will be suspended for the remainder of the season with no refund. The offender may resume racing the following season with a clean slate (normal membership fees will apply).

Disciplinary Action – Not Guilty Decision

1. If a “Not Guilty” decision is returned by the members present, the incident will be dropped.

Disciplinary Action – Tie Decision

1. **Final** decision. If any executive member was directly involved then another Executive member will assign a member to proxy.



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Section 5: Technical Rules common to all sidecar classes

Recognizing that major changes to eligibility rules on items such as engines, frames, and braking systems would impose time and cost considerations for existing teams, the SRA will grandfather existing sidecars/teams for a period of two years after any major change becomes effective.

Chapter 1- DESIGN AND CONSTRUCTION

1. A sidecar is a three-wheeled vehicle leaving two tracks with only the rear wheel being driven. The two wheels of the motorcycle shall form a single line track, not more than 75 mm (2.95 inches) out of line, wheel center to wheel center.
2. The distance between the tracks left by the centerline of the rear motorcycle wheel and the sidecar wheel must be at least 800mm (31.5 inches) and not more than 1100 mm (43.3 inches).
3. The ground clearance must be no less than 51 mm (2 inches) with handlebars in straight position. This is measured with the sidecar race-ready, fully loaded with fuel, driver and passenger positioned for a straight. No device is permitted to reduce the 51 mm (2 inches) ground clearance while on track.
4. The passenger platform must have minimum dimensions of 800mm by 300mm (31.5 X 11.8), measured 150mm (5.9 inches) above the platform.
5. Hinged sidecars are forbidden.
6. No suspension or steering of any kind will be allowed on the sidecar wheel. It must be solidly fixed to the chassis.
7. When suspension is at maximum compression, there must be a minimum tire clearance of 15mm (0.59 inches) to every fixed part of the sidecar.
8. The sidecar can be fixed mounted on either the left or right side of the machine.
9. If not an integral part of the chassis, the sidecar must be fixed to the motorcycle in at least three points. The fixing points must not allow movement of the joints. If the angle of the sidecar is changeable, it must be locked so that it is completely secured and not merely clamped in place.
10. The engine must be positioned in such a way that the centerline of the engine (the point midway between the centerline of outermost cylinders) shall not extend over 160mm (6.3 inches) from the centerline of the rear wheel. For longitudinal engines such as BMW or Moto Guzzi, substitute the center of gravity of the engine for the engine centerline.
11. The use of titanium in the construction of the frame, front forks, handlebars, swing arms, and wheel spindles is forbidden. Light alloy wheel spindles are also prohibited. The use of titanium nuts and bolts, however, is allowed.

Chapter 2 – DRIVER

1. The driver in normal riding position must be completely visible from above at all times, with the exception of arms, legs and feet. It is forbidden to use transparent materials to evade this rule.
2. The driver's position, whether or not a driver's seat is fitted, must be such that the driver's feet are behind the knees when looking in the driving direction.



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3. There must be effective protection between the driver and the engine to protect the driver from contact with fuel, oil or flames.

Chapter 3 – PASSENGER

1. Passengers must be completely visible from above. It is forbidden to use transparent materials to evade this rule.
2. The passenger must be able to lean out either side of the rig. For this purpose, the sidecar must be fitted with suitable handholds for the passenger to hold when leaning out.
3. A passenger handhold is mandatory on the rear outside of the sidecar, opposite the chair and behind the driver.
4. No handles on the sidecar side may protrude past the fairing on a vertical plane.
5. All handles must be positioned so they cannot catch on another sidecar. All handles on the outside perimeter must be closed loop.
6. It is preferred that all handholds are of the closed loop type. Any single projecting handhold must have a 2" diameter ball at the end.
7. The rear and sidecar wheels must be enclosed down to the level of the platform on the inside and down to the top of the wheel flange on the outside.
8. If the bodywork does not shield all drive chains and/or belts in such a way that the driver or passenger will not become injured or entangled in the drive mechanism, a cover or shield must be installed.

Chapter 4 – CONTROLS AND LEVERS

1. The width of the handlebars must not be less than 450mm (17.7 inches).
2. The minimum angle of rotation of the handlebar on each side of the centerline or midposition must be 20 degrees.
3. Whatever the position of the handlebars, there must be a minimum space of 20mm (0.8 inches) between the streamlining and the ends of the handlebars or other steering components, including its attachments and controls.
4. Handlebar grips must be attached so that at least the minimum width for the handlebars is reached when measured between the ends of the grips. Exposed handlebar ends must be plugged with a solid material or rubber covered.
5. Handlebar levers (brake, throttle and clutch) must be ball-ended, with a minimum ball diameter of 19mm (0.74 inches). The ball can be flattened provided the edges are rounded, with a minimum thickness of 14mm (0.55 inches) for the flattened area. The ball must be an integral part of the lever.
6. The maximum length of a control lever is 200mm (7.9 inches), measured from pivot point to the end of the ball.
7. Each control lever must be mounted on an independent pivot.
8. Footrests, handholds, pedals and levers need not be covered, but must be free from sharp or ragged edges.



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9. The throttle must be self-closing (spring-loaded) so that it will close completely on release. Throttle cable housing must be safety wired.

Chapter 4 – BRAKES

1. All sidecars must have a braking system with two independent circuits. If one circuit fails, the other must continue to work effectively.
2. All brakes are to be operated by the driver only.
3. A brake lever that pivots on the axis of a footrest must continue to work under all circumstances, such as the footrest being bent or deformed.
4. All three wheels must be fitted with brakes.

Chapter 5- WHEELS AND TIRES

1. The contact surface of the tire can be smooth (slick) or treaded. Tread patterns, if any, are unrestricted and are entirely at the discretion of the team.
2. Regrooving of tires is permitted provided the result is a tire that is fit to use, as determined by the Technical Inspector. Regrooving worn slicks is not permitted.
3. The use of tires with cracked sidewalls or cords exposed is prohibited.
4. The surface of a slick tire must contain three or more hollows at intervals of 120 degrees or less, indicating the limit of wear on the center and shoulder areas of the tire. When two or more of these hollows are worn on different parts of the periphery, the tire must no longer be used.
5. With the exception of slick tires and tires marked “Not for Highway Use”, the manufacturer must identify the tire with marks indicating the brand name, the year of manufacture (in code), tire dimensions, speed rating (e.g. H,V,Z, etc.) and any other feature necessary for correct use of the tire.
6. Tires must be mounted on rims of a size approved by the manufacturer. The interior of the rim must not be deformed or damaged.

Chapter 6 - EXHAUST SYSTEMS

1. All sidecars must be fitted with a muffler. The muffler must meet the noise requirements of the sanctioning body or racetrack, whichever is more restrictive.
2. Exhaust gasses must be discharged in a manner to avoid raising dust, fouling tires or brakes or inconveniencing the passenger or any other racers.
3. The end of the exhaust must be fitted with a rounded edge and be of constant diameter over a distance of (30mm/1.2 inches).
4. The exhaust pipe must not extend beyond the width of the sidecar and the furthest extremity of the pipe must not extend beyond a vertical line drawn at a tangent to the rear edge of the sidecar body.
5. The ends of the exhaust pipes must be positioned or protected so that they cannot become entangled with, or interfere with another machine.
6. Exhaust pipes must be covered as necessary to prevent contact with hot surfaces by either the driver or passenger.



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Chapter 7 – FUEL SYSTEM

1. All fuel lines must be fastened with positive type clamps.
2. All fuel lines under pressure must be of a reinforced type.
3. The fuel tank must be protected from contact with the ground.
4. The fuel cap must be fitted so it does not protrude from the fairing and cannot be torn off in a crash.
5. Maximum fuel capacity is 40 liters.
6. Non-return valves must be fitted to fuel tank breather pipes and these must discharge into a catch tank with a minimum volume of 250cc. This tank must be made of suitable metal.

Chapter 8 – BATTERY

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

Chapter 9 – CUT OUT (SHUT-OFF) AND WARNING DEVICES

1. There shall be a red low oil pressure indicator, visible to the driver. This indicator shall light when engine oil pressure fails or drops below a safe margin. The light may be tested at inspection by running the engine (light should be off) and by stopping the engine (light should be on). This rule does not apply to two-stroke engines.
2. All sidecars must be equipped with a functional ignition switch mounted within reach of both driver and passenger. It must be able to stop a running engine and turn off all other electrical systems. The mounting place of the switch and a 25.4mm (1 inch) square surrounding area shall be painted red.
3. An ignition cutout must be fitted to operate in the event that the driver leaves the machine. This ignition cutout must be able to stop a running engine and turn off all other electrical systems. It must be placed near the center of the machine, and must be operated by a non-elastic cord of adequate length and thickness attached to the driver's right wrist. A spiral cord (similar to telephone cord) of 1000mm (39 inches) maximum extended length is permitted.

Chapter 10 – OIL AND COOLANT CONTAINMENT

1. Fluid containment shall be by liquid tight container around the bottom of the engine with a minimum of 3.4 liter (3 imp. quarts) capacity
2. Oil absorbing material is mandatory and shall be in addition to above. Material must be secured in the pan. If the material has absorbed oil, it must be replaced before the next track session.
3. Drain holes in the engine tray shall be limited to two in number, of a maximum diameter of 25.4mm (1 inch). They shall be closed in dry conditions.
4. All fluid overflow lines or tubes must enter a heat resistant container of no less than 500cc capacity.
5. This container must be vented to the atmosphere so that fluids collected will not overflow until the container is more than 75% full. The heat resistant container must be firmly affixed to the sidecar.



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6. Where an oil breather pipe is fitted, the outlet must discharge into a catch can located in an easily accessible position. The can must be emptied before the start of the race. The minimum size of a catch tank shall be 250cc for gearbox breather pipes and 500cc for engine oil breather pipes.
7. All threaded components that have liquid behind them shall be safety wired. If safety wiring cannot be done due to component construction, silicone sealant will be accepted.
8. All oil drain and filler plugs must be tight and must be drilled and wired into position. External oil filters and screws or bolts entering an oil cavity or securing an oil containing component must be safety wired.
9. All external high-pressure oil lines must be of braided stainless steel or reinforced nylon tubing with manufacturer approved fittings.
10. All coolant lines must be fitted with positive type clamps and safety wired to prevent loosening of clamping screw or bolt.
11. All measures must be taken to prevent the possible loss of oil from inconveniencing any following drivers or passengers.
12. All oil coolers and water radiators and their lines must be mounted above the sidecar platform.
13. Only water or other fluid approved by the sanctioning body is permitted. Ethylene glycol or other antifreeze products are strictly prohibited.
14. All remote oil containing components shall have an oil containment system. This does not apply to oil coolers.

Chapter 11 – BODYWORK

1. Any part of the streamlining which faces rearwards must be finished with rounded edges of minimum 3.5mm radius (0.14 inches).
2. The forward extremity of the streamlining shall not be more than 400mm in front of the foremost part of the front tire. The extreme rear edge of the streamlining must not extend more than 400mm (15.7 inches) beyond the rear tire.
3. No part of the streamlining may be closer than 25mm (1 inch) to any part of the front wheel, suspension or any part of the handlebar, its controls or attachments.
4. Spoilers and aerodynamics 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 bodywork.
5. Streamlining must not have any sharp edges.
6. Streamlining and bodywork must be easily detachable for tech inspection.
7. Bodywork shall not impede the movement of the driver or passenger at any time.



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Section 6: SRA Formula One (F1) Technical Rules

Chapter 1 – ENGINE

1. Displacement limit of 1000cc – Four stroke, or 900cc – Two stroke. Liquid or air cooled.
2. Fuel injectors must be the standard units for the homologated engine.
3. The fuel injection management system can be changed.
4. Ignition system can be modified or changed
5. Air boxes are open to any modification.
6. Superchargers are not allowed. The direct injection of fuel is not considered supercharging.
7. Turbochargers are allowed on four stroke engines up to a maximum of 750cc displacement, with a maximum boost of 7 psi. Turbochargers are not allowed on two stroke engines.

Chapter 2 – DESIGN

1. The sidecar 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 75mm from the front wheel centerline. Hub center steering is allowed.
2. Suspension of the front wheel must be designed so that under suspension action and in a straight-ahead position, the wheel shall move only vertically and in a single plane relative to the sidecar; the plane must be in the driving direction. This must occur without changes to the camber or the sidetracking. Vertical travel of the front and rear wheel spindles under suspension must be at least 20mm (0.787 inches).
3. Maximum dimensions including bodywork are as follows:
 - a. Overall length: 3300mm (129.9 inches)
 - b. Overall width: 1700mm (66.9 inches) [including exhaust]
 - c. Overall height: 800 mm (31.5 inches)
 - d. Wheelbase: 2300mm (90.5 inches)
4. The undersurface of the platform must, in principle, be flat.
5. The minimum dry weight of sidecar is 190kg (375 pounds). The use of ballast to attain the weight is forbidden.

Chapter 3 – WHEELS AND TIRES

1. All tires will be measured on the rim at a pressure of 1kg/cm² (14psi). All measurements will be taken at a tire section perpendicular (90 degrees) to the ground.
2. The maximum width of the front tire tread, measured from the point where the sidewall ends and the tread pattern or contact patch starts, to the point where the tread pattern or contact patch ends and the opposite sidewall begins, must not exceed 220mm (8.7 inches).
3. The rear and chair tires, measured in a similar manner, must not exceed 254mm (10 inches).
4. The minimum outer diameter of an inflated tire is 460mm (18.1 inches).



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Section 7: SRA Formula 2 (F2) Technical Rules

Chapter 1 – ENGINE

1. Displacement limit of 600cc – Four stroke, or 500cc – Two stroke. Liquid or air cooled.
2. Fuel injectors must be the standard units for the homologated engine.
3. The fuel injection management system can be changed.
4. Ignition system can be modified or changed.
5. Air boxes are open to any modification.
6. Engines shall be normally aspirated. Turbochargers and superchargers are not allowed. The direct injection of fuel is not considered supercharging.

Chapter 2 – DESIGN

1. The sidecar must be steered by a non-adjustable handlebar that is directly fixed to the steering unit. The handlebar must not be lower than the axle of the front wheel. The steering unit of the sidecar can only consist of a swinging arm mounted on a single or double stanchion or a telescopic fork. Center hub steering, remote steering mechanisms and the use of articulated joints in the steering mechanism are forbidden.
2. The engine must be behind the steering head and in front of the driver.
3. Maximum dimensions including bodywork are as follows:
 - a. Overall length:
 - b. Overall width: 1575mm (62 inches) [including exhaust]
 - c. Overall height: 800 mm (31.5 inches)
 - d. Wheelbase: 1651mm (65 inches)
4. The minimum dry weight is 136.2kg (300lbs). The use of ballast to attain the weight is forbidden.

Chapter 3 – WHEELS AND TIRES

1. All tires will be measured on the rim at a pressure of 1kg/cm² (14psi). All measurements will be taken at a tire section perpendicular (90 degrees) to the ground.
2. The maximum width of the front tire tread, measured from the point where the sidewall ends and the tread pattern or contact patch starts, to the point where the tread pattern or contact patch ends and the opposite sidewall begins, must not exceed 220mm (8.7 inches).
3. The rear and chair tires, measured in a similar manner, must not exceed 254mm (10 inches).
4. The minimum outer diameter of an inflated tire is 460mm (18.1 inches).



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Section 8: SRA Formula 3(F3) Technical Rules

All VRRR legal Period 3 sidecars are eligible to race with the F3 class despite any differences in the rules such as engine capacities and tire sizes.

Chapter 1 – ENGINE

1. Displacement limit of 1200cc – Four stroke, or 900cc – Two stroke. Engine year 1995 or older. Liquid or air cooled.
2. The fuel injection management system can be changed.
3. Ignition system can be modified or changed.
4. Air boxes are open to any modification.
5. Engines shall be normally aspirated. Turbochargers and superchargers are not allowed. The direct injection of fuel is not considered supercharging.

Chapter 2 – DESIGN

1. The sidecar must be steered by a non-adjustable handlebar that is directly fixed to the steering unit. The handlebar must not be lower than the axle of the front wheel. The steering unit of the sidecar can only consist of a swinging arm mounted on a single or double stanchion or a telescopic fork. Center hub steering, remote steering mechanisms and the use of articulated joints in the steering mechanism are forbidden.
2. The engine must be behind the steering head and in front of the driver.
3. Maximum dimensions including bodywork are as follows:
 - a. Overall length:
 - b. Overall width: 1575mm (62 inches) [including exhaust]
 - c. Overall height: 800 mm (31.5 inches)
 - d. Wheelbase: 1651mm (65 inches)
4. The minimum dry weight is 136.2kg (300lbs). The use of ballast to attain the weight is forbidden.

Chapter 3 – WHEELS AND TIRES

1. The minimum diameter of the inflated tire must be 400mm (15.7 inches).
2. Slick tires are permitted. Wheel rims should be 330mm (13 inches) in maximum diameter.
3. Maximum tire width is 203mm (8 inches) for the front and 254mm (10 inches) for the chair and rear tire.