

2012 Supplementary Regulations
F1 Australian Sidecar Championship
F2 Sidecar Cup

Conducted under the jurisdiction of Motorcycling Australia Pty Ltd

Round	Date	Venue	Promoter
Round 1:	23 – 25 Mar	Eastern Creek	Barry Sheen F of S
Round 2:	5 – 6 May	Morgan Park	MC Sportsmen Qld
Round 3:	6 – 7 Oct	Phillip island	IEG
Round 4:	3 – 4 Nov	Barbagallo	Kings of Wonneroo
Round 5:	10 – 11 Nov	Phillip Island	Phoenix Club

1. ANNOUNCEMENT

The Australian F1 Sidecar Championship incorporating the F2 Sidecar Cup, hereafter called AF1SC, will be conducted under the General Competition rules (GCR's) contained in Motorcycling Australia's (hereafter called MA) "2012 Manual of Motorcycle Sport", these specific Sidecar Supplementary regulations and any individual Final Instructions. Please be aware that the Supplementary Regulations may be updated throughout this season without notice.

2. JURISDICTION

The AF1SC will be run under MA permits. The AF1SC will be National races in which holders of current MA Senior National Licenses are eligible to compete. The Event Promoter reserves the right to reject any entry at its discretion.

3. RACE DISTANCES

In exceptional circumstances, race lengths may be altered by the Steward.

4. CLASS SPECIFICATIONS

F1 and F2 Sidecars only as per 2012 MoMS supplied by MA.

5. CHANGE OF MACHINE

5.1 Notice of change of machine must be given to the race Secretary of the meeting for the approval of the Clerk of Course.

5.2 A rider may not change to a machine that has not been officially scrutineered for the Round.

6. CHANGE OF RIDER

Any rider who has qualified for a round may ride any machine in the Round which they have qualified provided the machine meets all the criteria of 5.1 and 5.2. Notice of change of Rider must be given in writing to the race Secretary of the Meeting.

7. CHANGE OF PASSENGER

A current national licensee who has competed in a National Road Race Meeting as a passenger within the past 12 months may replace an injured sidecar passenger. Notification must be provided in writing along with a completed entry form to the Race Secretary of the meeting. The replacement passenger must produce a current MA Senior National License and full riding gear for scrutineering.

8. F2 SIDECAR CUP

F2 sidecars will be awarded points relative to their placing against other F2 competitors.

9. POINTS AND POINTS SCORE

Points will be awarded in accordance with the GCR 12.14. F1 and F2 will have separate points. F2's are not eligible to be awarded points in the F1 class.

The points score will be over 5 rounds, worst round points are to be dropped. You cannot drop a round that you have not entered and the WA round (Round 4) will have double points awarded.

10. QUALIFYING

10.1 F1 qualifying cut off will be 115% of the F1 pole time.

10.2 F2 qualifying cut off will be 115% of the F2 pole time.

Since the classes are run concurrently, it is up to the Steward to deem if any machine about to be lapped poses a risk and may under their discretion, flag the team into the pits.

11. SCRUTINEERING

Machines entered in the series must comply with all appropriate GCR's, Supplementary Class rules provided by the Race Promoter and any Final Instructions. They must also have passed machine examination prior to taking part in any practice or qualifying.

Machines which are damaged in practice, qualifying or racing must be re-examined by the Scrutineers before participating again.

Machines deemed to be leaking fluids must be re-examined by the Scrutineers before participating further.

Machines which have suffered engine failure or had an engine change must be re-examined by the Scrutineers.

Machines must be checked with engines running prior to exiting pit lane for any practice, qualifying or race.

Machines must be checked for fluid leaks with engines running prior to returning to scrutineering after each practice, qualifying and race.

Competitors must return their machines to scrutineering after each race.

12. IMPOUNDING OF MACHINES

At the conclusion of the race for F1 and F2 classes, the first three machines shall be impounded for a maximum of 30 minutes in an area to be nominated by the Chief Scrutineer.

13. TEAM APPEARANCE AND DRESS

All team members must be neatly clothed at all times during the meeting and presentations. The Sidecar must also be of a high presentation both with respect to paint quality and cleanliness. Shabbily or inappropriately dressed pit crews and umbrella girls will not be tolerated.

14. OIL CONTAINMENT

In addition to oil containment rules contained in the GCR's the following oil containment measures are to be met by both F1 and F2's:

14.1 From a vertical view, the engine must be located completely inside the oil bay platform.

14.2 The frontal edge from the oil bay reservoir wall must be extended upwards as a minimum to the base of the barrel or the assumed base of the barrel line if the barrel is integral.

14.3 Holes for engine mounts (hangers) must be sealed.

14.4 The rear wheel must be protected from any possible oil spray by the inclusion of a barrier.

14.5 All oil lines, including those to oil coolers, must be contained within the catch tray, or the floor of the vehicle, with surrounding edges of at least 30 mm. In the case where an oil line provides oil to the cylinder head, this should have a vertical cover that extends down into the oil bay reservoir.

14.6 All sidecars shall attach oil absorbent pads of no less a quality and thickness (1cm minimum) than 3M Product HP255* (see note below) high performance oil sorbent pads.

This material shall be securely fixed to the following areas of the sidecar:

14.6.1. The entire oil tray, both the bottom and inside walls of the same.

14.6.2. On the barrier outlined in 14.4 in front of the rear wheel.

14.6.3. The oil cooler area (if an oil cooler is used). This shall be mounted directly underneath the oil cooler and surrounding accessible tray areas of the sidecar. It shall also include, without obstructing the air flow to the cooler, any part of the fairing or chassis in the area directly surrounding the oil cooler.

14.6.4. In the event that oil is absorbed by the material, it must be replaced before the next track session.

14.6.5. The material must be attached in such a way that it should be easily replaced, yet must not become dislodged whilst on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it must not clog the material, causing it to lose its absorbent properties.

** Note: 3M Order code 70070405793 obtainable from 3M in bales of 50 or individually from marine outlets. The 3M pad is 43cm x 48cm x 1cm.*