SUPPLEMENTARY REGULATIONS

1. ANNOUNCEMENT
The ADAC Westfalen e.V. on behalf of DMSB will organise the German Speedweek at the circuit Motorsport Arena Oschersleben. This meeting will be held on 21. - 22.08.14 and will count towards the 2014 FIM Sidecar F2 World Trophy
IMN: tba/01

2. THE SECRETARIAT OF THE ORGANISING COMMITTEE
Address of the organising committee:
ADAC Westfalen e.V.,
Freie-Vogel-Str. 393,
44269 Dortmund
T.: 0049 231 5499231, F.: 0049 231 5499237

3. CIRCUIT
The length of the circuit is 3,667 km.
The race will be run clockwise . A drawing of the circuit is enclosed.
The Teams will be allowed to enter in the paddock from Wednesday, 10.30 am
All the one event teams will need to pick up their passes at the Accreditation Center from Wednesday.

4. JURISDICTION
The meeting will be held in accordance with the FIM Sporting Code, the FIM Sidecar World Champioship Sporting regulations, the F2 World Trophy Technical regulations and these Supplementary Regulations.
The Organiser also commits to respect as much as possible the "Green line" charter of good practice.

5. OFFICIALS

- Jury President:	Igor Eskinja
- Jury members:	Pedro Ribeiro
- FMNR Delegate:	Rüdiger Merdes
- Head of organisation:	Thomas Voss
- Clerk of the Course:	Ottmar Bange
- Secretary of the meeting:	Werner Mushövel
- Chief of Technical Stewart:	Sabine Hammer
- Chief timekeeper:	Jose-Luis Garcia
- Chief Medical Officer:	Dr. Brigitte Holländer
- Environmental Steward:	Theo Almes
- FIM Sidecar Coordinator:	Victoria Corredoira
	Paul Duparc

Adress of Jury members during the meeting:
Motorsport Arena
Tower Ground floor

6. NUMBER OF SIDECARS ALLOWED
Practice: 29
Admitted to the start of the race: 24
Qualifies for the race: 24

7. ENTRIES, DEPOSIT
Applications for entry shall be made on the official forms included with these regulations.
Applications shall be approved by the rider's FMN and shall reach the organisers not later than 08.08.14.
The organiser will select the applications and advise teams within 72 hours after the closing date of entries whether their applications have been accepted or rejected.
The entry fee of 300,- Euro shall be paid to the organiser at latest 30 days prior the event to:
ADAC Westfalen, Kontonr. 181 759 003 bei der Commerzbank Dortmund, BLZ 440 800 50,
DE85 4408 0050 0181 75 90 03.
BIC COBADEFFXXX.
The deposit amount for transponders is 400 Euro and will be reimbursed to the teams after the end of the event further the approval of the timekeeping Company (Al Kamel Systems). Delivered during the Technical Scrutineering in the Technical Building.

8. TECHNICAL INSPECTION
No rider or Sidecar is permitted onto the track unless he/it has passed the technical inspections.
The Technical Check will be done in the Technical Building.

9. RIDERS BRIEFING
As per the Art. 1.8.2 of FIM Sidecar World Championship Regulations, all the riders and passengers must attend the compulsory briefing on the Wednesday, 20.08.14, 8.00 p.m. in the Pressroom.

10. PRACTISING
It is strictly forbidden to ride racing Sidecars on the course outside the official practice periods.
Schedule according to Art. 1.9.

11. RACES: SCHEDULE
Schedule according to Art. 1.9.
Friday 22.08.14

Race 1	13.00	10 Laps
Race 2	18.40	15 Laps

12. PRIZE-GIVING
Podium after each race.

13. PROTESTS
All protests shall be made in accordance with the requirements of the FIM Disciplinary and Arbitration Code and be accompanied by a fee of 660 Euros.

14. FUEL
If fuel is supplied by the organisers at the fuel-station, it will be in conformity with Article 2.10 of the Sidecar World Championship Regulations.

15. INSURANCE
By endorsing the application form for entry the FMN of the rider certifies that the rider is insured in accordance with the FIM requirements.
In conformity with Article 110.1 of the Sporting Code, third party insurance in respect of riders covering accidents occurring during the meeting including practices will be the responsibility of the organiser.
This insurance includes a guarantee of 120.000 Euros.
The organiser disclaims all responsibility for damage to a Sidecar, its accessories and components arising out of an accident, fire or other cases.

16. RENUNCIATION OF ANY RECOURSE AGAINST SPORTING AUTHORITIES
Apart from the requirements of the FIM Sporting Code, riders and teams by participating renounce all rights of appeal against the organiser, his representatives or agents by arbitration or before a tribunal or any other manner not foreseen by the FIM Sporting Code for any damages for which they could be liable in consequence of all acts or omissions on the part of the organiser, his officials, representatives or agents in the application of these regulations or contributed to or arising out of their actions.

17. RIDERS EQUIPMENT
An on-board/helmet-camera (other than the one from the FIM Championship Promoter or permitted by the FIM Administration) is not allowed during the entire event, from the practice sessions until the end of the event.
If riders wish to place their own on-board camera, they must contact the TV Department of the FIM Administration, for approval.

18. ENVIRONMENTAL MAT
As per article 4.1 of the FIM Environmental Code of 2014 regarding the protection of the floor, Superside teams must accomplish the usage of an standardized environmental mat. The Environmental Mat must be composed of an absorbent upper part and an impermeable lower part. The use of an environmental mat protecting the ground (or other effective system for events taking place at circuits with permanent facilities) to prevent soil and water contamination is compulsory:
a) Wherever work on motorcycles is allowed by the organisers;
b) Under all waste oil and fuel containers provided by the organisers;
c) At all official refuelling points;
d) Under all thermic powered generators and power washers.
The minimum technical data for the mat are:
- Dimensions: Minimum 160 cm X 100 cm
Any infraction of this rule will be reported to the International Jury who will fine the rider responsible a maximum of EUR 370.- or any other amount mentioned in the regulation or appendix of the discipline. Other sanctions can be pronounced by the International Jury in accordance with the competences mentioned in Article 3.1.3 of the Disciplinary and Arbitration Code (DAC) and Article 50.1.3 of the Sporting Code.

Enclosures:
- F2 World Trophy Technical Regulations
- drawing of the circuit
- schedule
- entry form

The Clerk of the Course
Ottmar Bange

Zeitplan

Stand 28/04/14/V1

21.–24. 8. 2014

Mittwoch, 20.8.2014

10.00	-	15.00	Einstellfahrten	Endurance WM
15.00	-	18.00	Einstellfahrten	Solo-Klassen

Donnerstag, 21.8.2014

9.00			Team-Meeting	Endurance WM
11.00	-	11.30	Qualifikation 1	F2-Sidecar
11.45	-	13.45	freies Training	Endurance WM
13.55	-	14.20	freies Training	Continental SuperDuke Battle
14.25	-	14.50	freies Training	Yamaha R6-DUNLOP Cup
14.55	-	15.20	freies Training	SuperMono
15.45	-	16.05	Qualifikation R1	Endurance WM
16.15	-	16.35	Qualifikation R2	Endurance WM
16.45	-	17.05	Qualifikation R3	Endurance WM
17.15	-	17.45	freies Training	IDM SSP
17.55	-	18.25	Qualifikation 2	F2-Sidecar

Freitag, 22.8.2014

9.00	-	9.30	freies Training	Superside
9.40	-	10.05	Qualifikation	Continental SuperDuke Battle
10.15	-	10.40	Qualifikation	Yamaha R6-DUNLOP Cup
10.50	-	11.15	Qualifikation	SuperMono
11.25	-	11.55	Qualifikation	Superside
12.05	-	12.35	Qualifikation	IDM SSP
13.00		10 Rd	Sprint	F2-Sidecar
13.45	-	14.05	Qualifikation R1	Endurance WM
14.15	-	14.35	Qualifikation R2	Endurance WM
14.45	-	15.05	Qualifikation R3	Endurance WM
15.15	-	15.45	Qualifikation	Superside
15.55	-	16.20	Qualifikation	Continental SuperDuke Battle
16.30	-	16.55	Qualifikation	Yamaha R6-DUNLOP Cup
17.05	-	17.30	Qualifikation	SuperMono
17.50	-	18.20	Qualifikation	IDM SSP
18.40		15 Rd	Rennen	F2-Sidecar

Samstag, 23.8.2014

9.00	-	9.45	warm up	Endurance WM
9.55	-	10.25	freies Training	ADAC Junior Cup
10.45		12 Rd	Sprint	Superside
11.20			Startaufstellung	Endurance WM
12.00	-	20.00	8-Std.Rennen	Endurance WM

Sonntag, 24.8.2014

8.45	-	8.55	warm up	IDM SSP
9.00	-	9.25	Qualifikation	ADAC Junior Cup
9.30	-	9.45	warm up	Superside
10.00		12 Rd	Rennen	Continental SuperDuke Battle
10.40		12 Rd	Rennen	SuperMono
11.20	-	11.45	Qualifikation	ADAC Junior Cup
12.10		17 Rd	Rennen	IDM SSP
13.00		14 Rd	Rennen	Yamaha R6-DUNLOP Cup
13.45		21 Rd	Rennen	Superside
14.30		12 Rd	Rennen	Continental SuperDuke Battle
15.10		12 Rd	Rennen	SuperMono
16.10		17 Rd	Rennen	IDM SSP
17.00		15 Rd	Rennen	ADAC Junior Cup

Infos / Hotels

Rennstrecke/ Circuit
Motorsport Arena Oschersleben
Motopark Allee 20-22
D-39387 Oschersleben
Tel. 49 (0) 3949.9200
Fax 49 (0) 3949-920660
E-Mail: info@motorsportarena.com
Web Site: www.motorsportarena.com

Anfahrt/ How to arrive
Autobahn A2 Richtung Berlin,
Ausfahrt 65 Eilsleben
From Hannover road A2 signs Berlin,
exit 65 Eilsleben
than follow road signs Motopark

Flugplatz/ Airport
Hannover Langenhagen (140 km)
Tel. 49 (0) 511.9771223

Berlin Tegel (155 km)
Tel. 49 (0) 30.41011

Autovermietung / rent a car
Autovermietung Reimann
Tel. 49 (0) 3949.500878

Taxi Oschersleben
Tel. 49 (0) 3949.4209

Bahnhof/ Railway
Oschersleben
Tel. 49 (0) 3949.2232

Notfall/ Emergency
Ambulance
Tel. 49 (0) 3949.920642
Police Tel. 110
Fireman Tel. 112

Hotel Motorsport Arena Oschersleben (at the circuit)
Motopark Allee 20-22
D-39387 Oschersleben
Tel. 49 (0) 3949.920920
Fax 49 (0) 3949-920944

Pension Schondelmaier (1 km)
Schermcker Str. 20
D-39387 Oschersleben
Tel. 49 (0) 3949.80000
Fax 49 (0) 3949-80000

Bodehotel (3 km)
Berliner Str. 1
D-39387 Oschersleben
Tel. 49 (0) 3949.3078

Jakobsberger Hof (3 km)
Jakobsberg 6
D-39387 Oschersleben
Tel. 49 (0) 3949.96532
Fax 49 (0) 3949-96533

Romanik Park Hotel (10 km)
Fr.-Engels-Str. 15
D-39365 Seehausen
Tel. 49 (0) 39407.5000

Anfahrtsskizze/ Directional map

Circuit lenght:	3.667 km
Finish line lenght	680 m
Corners left	7
Corners right	7
Corner radius	min. 44 m
	max. 70 m
Pits	28
Paddock size	60.000 sqm
Grandstands capac.	15.000
Total capacity	80.000
Lap Record	1.28.294
by Colin Edwards (SBK 2000)	

etropolis Motorsport Arena Oschersleben

Übersichtskarte

TECHNICAL RULES
FORMULA II SIDECAR SPECIFICATIONS

Formula II Sidecars must comply with the general Sidecar specification unless changed by the following specifications:

Introduction: The object of this specification is to make use of cheaper, more readily available engine units of theoretically similar power outputs and widely, different configurations, hopefully to provide less expensive racing of a more traditional kind to the benefit of competitors, constructors and spectators. Hub centre steering, remote steering linkages and the use of articulated joints in the steering mechanism are not allowed.

1) Engine Types
The only permitted engines for sidecar F2 class are based on the following:

- Production based engines
- 501 – 600 cc, 4 stroke, 4 cylinder (limited to 4 cylinders only)
- Production based Rotary engines are not permitted.
- Over-boring is not permitted.
- Forced induction systems are not permitted.

For the FII Sidecar World Trophy and other events as specified:

a. The only permitted engines for this class are:
501–600cc, 4 stroke, 4 cylinder, Production based
501–600cc, 4 stroke:- Any carburettor is permitted.
501–600cc, 4 stroke:- Fuel injection engines:
Fuel injection systems are permitted using only the throttle-bodies as homologated for the engine concerned.
The injectors must be standard units as on the homologated engine.
Bell mouths, intake tract devices (Velocity stacks, air funnels) may be modified or replaced.
Variable length intake devices (Velocity stacks, air funnels) that function while the engine is operating are not allowed, unless such a system is used on homologated machine/engine.
Butterfly cannot be changed or modified. Where fitted a secondary butterfly or slide may be locked in the fully open position.
Any fuel pump may be used.
Homologated fuel pressure regulators must remain unmodified.
The fuel ignition ECU and Ignition Control Unit may be changed.

b. Everything above the head gasket must remain as for the road going homologated motorcycle.
(i.e. NO race kits or kit components except as stated below:)
Camshafts must be as homologated but timing (including cam wheels) and tensioning devices are free.
Everything below the head gasket is free.
Fuel injection instruments/fuel injectors must remain as homologated.
Valve springs may be changed.

2) General Construction
The Sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Neither the rider nor passenger may be attached to the machine. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. By definition an articulated joint is one allowing movement in more than one plane.

The three wheels may be disposed as to give two or three tracks. If three tracks are made then the centres of the tracks of the motorcycle shall not be more than 75mm apart.

A passenger must be carried and must always be protected from the wheels. Both primary and final drives either by mudguard or some other means.

The main frame (See Figure 1A) must consist of a minimum: a steering head, a frame to accommodate the engine and a main spar to the sidecar wheel, which will be made from good quality steel tube. These three components must be permanently fixed by welding or brazing. Monocoque style constructions are forbidden. (change of place)

The frame must be constructed from tubing and may be of circular or non-circular section. If circular, the outside diameter shall not exceed 101.6mm (4''). If non-circular, the maximum cross section shall not exceed 101.6mm (4'') (measured at right angles to any flat face).

The rear swinging arm outer pivot housings (See Figure 1B) may be detachable from the main frame, the pivot housings must be made from either steel or a suitable solid aluminium alloy billet. The finished article, if made from aluminium alloy must be hard anodised. Castings are forbidden. (change of place)

The sidecar wheel upright or flange plate (See Figure 1C) at the end of the main sidecar wheel spar may be detachable; the upright flange plate must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised; any supporting tie rods to the upright or flange plate must be made of steel. Castings are forbidden. (change of place)

The sidecar wheel stub axle housing (See Figure 1D) may be detachable from the sidecar wheel upright/flange plate, the housing must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. Castings are forbidden. (change of place)

Reinforcement of the steering head is allowed. The steering head may be ''Fully boxed In'' to a maximum of 305mm, measured from any point between the top and the bottom of the steering head spindle centre line (See Figure 1 X.X). Should any lightening or inspection holes be added to the "Fully Boxed In" section, they will be deemed as still "Fully Boxed In" and not open.

The front forks should be either as leading/trailing fork, or links with the wheel equally supported on each side. The construction of the front forks and yokes must be made of good quality steel and must be either welded or brazed during construction. The lower loop must be made of good quality steel. Minimum suspension travel must be 20mm.

The rear swinging arm must be made of good quality steel, single sided swinging arms are allowed, and must have minimum of 20mm of travel in a single plane. The rear swinging arm pivot spindle must be 90 degrees to the fore and aft centre line of the rear wheel. The swinging arm must either be welded or brazed during construction; the dimensions for the swinging arm are free. Wishbone type swinging arms fitted to the chassis are forbidden. (monocoque type chassis are forbidden, already mentioned in '2')

The use of composite construction is forbidden with the exception of the sidecar platform, i.e. aluminium or carbon fibre skinned honeycomb.

The use of titanium in the construction of the frame, front forks, handlebars, swinging arm and wheel spindles is forbidden.

For wheel spindles, the use of light alloys is also forbidden.

Under trays must be detachable.

3) Engine Position
The engine must be positioned behind the steering head and in front of the driver.

The engine must be positioned in such a way that the centre line of the engine (by definition a position midway between centre lines of outermost cylinders) shall not exceed more than 160 mm beyond the centre line of the sidecar rear wheel.

The drive must be transmitted to the road through the rear wheel of the motorcycle. An engine positioned behind the rider and in front of the rear wheel is forbidden.

4) Dimensions and weight
- Maximum width (overall): 1575 mm
- Maximum height (overall): 800 mm
- Maximum wheelbase: 1651 mm
- Track: 800 mm minimum 1105 mm maximum.

The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.
- Minimum weight (without fuel): 190,00 kg

Adding ballast to reach this weight is forbidden.
- Ground clearance: The ground clearance measured over the entire length and width of the vehicle race ready, fully loaded with rider, passenger and fuel must be not less than 65 mm with the handlebars on in a straight position. No device is permitted to reduce the 65 mm ground clearance during the course of the event.

Note: The imperial measurements are no longer used so the Metric figures have been rounded up to nearest mm the differences were 0.1 mm and 0.2 mm.

5) Streamlining and Bodywork
The provision of coachwork or streamlining is optional, but the vehicle must have accommodation for a passenger and the coachwork or streamlining shall not impede complete freedom of movement by the rider or passenger at all times.

The fairing must be mounted in such a way as to ensure the integrity of the whole installation in the event of failure of any individual mounting.

A solid and effective protection must be fitted between the rider and the engine; this protection must prevent direct contact between the rider's body or clothing and escaping flames or leaking fuel or oil.

The forward extremity of the streamlining shall not be more than 400 mm in front of the line taken from a vertical tangent to the front tyre. The extreme rear edge of the streamlining must not be more than 400 mm to the rear of the line taken from a vertical tangent to the rear tyre.

Aerofoils (fixed or moveable aerofoils) are not permitted on streamlining.

Whatever the position of the handlebars, there must be a space of at least 20 mm between the streamlining and the ends of the handlebars or any other parts of the steering mechanism or front wheel.

The streamlining must be easily detachable for Technical Inspection.

6) Passenger Platform
Minimum dimensions are: 800 mm by 300 mm measured 150 mm above the platform. The orientation is free.

- RIDER: The rider in the normal riding position must be completely visible, with the exception of the arms, legs, and feet from above.

- PASSENGER: The passenger must be able to lean out to either side of the sidecar, for this purpose the vehicle must be fitted with suitable hand-holds for the passenger to hold on to when leaning out. The hand-holds must be of the 'closed loop' type, a single projection hand-hold is not permitted.

7) Air Intakes
Cooling air intakes must be so constructed that there is NO forward projection/protrusion to catch or foul in the event of accident.

8) Oil and Coolant Containment
All machines must use an oil containment tray.
In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine break down, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres).

The frontal edge of the oil tray wall must be extended upwards to arrive just below (within 20 mm) of the exhaust ports of the engine. The surrounding edges of this tray must be at least 50 mm high measured vertically from the bottom of the tray. Holes for the engine mounts (hangers) must be sealed. From a vertical view, the engine must be located completely inside the oil tray platform.

The rear wheel must be protected from any possible oil spray. To make this protection, the engine and rear wheel compartment must be separated. This separation must be created by installing a solid divider (wall) running from the top of the inside of the bodywork to the bottom of the oil tray and to the full width of the rear tyre. This divider (wall) must overlap the rear edge of the oil tray down to the bottom.

All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number T156 or CEP Sorbents product number CEP-EP100. All absorbent material shall be non-flammable by design.

This material shall be securely fixed to the following areas of the sidecar. The entire oil-tray, both the bottom and the inside walls of the same. The volume of material used in this area, according to the manufacturer's specifications, shall absorb not less than 3 litres of oil.

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

9) Oil coolers and oil-lines, safety items
Oil coolers must not be mounted on or above the bodywork of the sidecar. The location of the oil tank and the oil cooler should be placed in a location where it is least likely to be damaged on an accident.

Oil-lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

Sump plug, Oil filters, Ignition pickup covers and Clutch centre covers should all be lockwired or lockplated.

The gear lever should exit via a rubber boot or flexible seals if the gear lever exits outside the retaining area.

The chain slot must have a flexible seal fitted.

10) Airbox
An airbox must be used with all four-stroke engines.
The airbox intake sizes are restricted as follows. If 1 intake is used a maximum of 103mm Internal Diameter (ID) is permitted.
If 2 intakes are used a maximum of 73mm Internal Diameter (ID) per intake is permitted or equivalent area if none circular section(s) are used measured within 50mm of the point of entry into the airbox.
The airbox must completely close around the induction bell-mouths.
The carburettors or throttle-bodies may be entirely within the airbox.
The airbox must cover and collect fluids discharged from the bell-mouths.
The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track. This oil containment must hold a minimum of 1000cc of oil.
The airbox must be sealed to prevent spillage of oil or fuel.
The engine must have a closed breather system. The engine breather must be connected and discharge in the airbox only (by a sealed catch tank if required).

11) Oil Catch Tanks
Four-stroke motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the airbox only (by a sealed catch tank if required).

12) Steering
Steering of the front wheel must be accomplished by non-adjustable handlebars securely fixed to the forks or yokes of the motorcycle. They must be secured to steering members turning the front wheel and its supports directly with no intermediate push or pull rods. Handlebars and all steering bearings must be located on the sprung portion of the front suspension.
Any form of remote steering is forbidden.
Handlebar width 450mm minimum.
Steering lock angle each side of straight ahead position to be 20 degrees minimum, measured at the headstock.
Whatever the position of the handlebars the front wheel must never touch the streamlining.
Handlebar clamps must be carefully radiused and engineered so as to avoid fracture points in the bar.

13) Throttle Controls
Throttle controls must be self-closing when not held by the hand.

14) Control Levers
All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be as least 19mm permanently fixed and forming an integral part of the lever.

15) Wheels
The minimum diameter of an inflated tyre must be 400mm. All wheels must be of metal construction, any modification to the rim or the spokes of the original cast composite wheel as supplied by the manufacturer is prohibited. The wheel rim shall be at least 254 mm in diameter and 64 mm in width.

16) Brakes
All three wheels must have brakes in working order.
The brake system must consist of:
- One main system with at least two circuits operating separately, one of the circuits must operate on at least two of the three wheels.
- If one circuit fails the other must work efficiently.

Only ferrous discs allowed.

17) Tyres
For all meetings the use of slick tyres is permitted. The diameter of the tyre must be as least 400mm and the width 100mm, maximum front tyre width 220mm (the wheel rim shall be at least 254mm in diameter and 64mm in width).

The surface of a slick tyre must contain two or more hollows at 180 degree intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When at least two of these indicator hollows become worn on different parts of the periphery, the tyre must no longer be used.

18) Mudguards and Wheel Protection
The rear driving wheel must be covered down to the level of the sidecar platform on the nearest side to the sidecar wheel, and to the top of the rear wheel rim flange on the outside.

The rear facing section of the rear seat must cover the rear driving wheel down to the level of the rear wheel spindle.
The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform on the outside and around the periphery.
Provision for the checking of the sidecar wheel tyre pressure is allowed.

19) Exhaust Pipes
The exhaust system must fulfil all the requirements concerning noise control. Exhaust fumes must be discharged in a manner so as to not raise dust, foul the tyres or brakes or inconvenience a passenger or any other driver. The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform.
On the side opposite a sidecar the exhaust pipes must not extend beyond the streamlining. On the other side the exhaust pipes must not extend beyond the width of the sidecar.
Exhaust pipes must be fitted/positioned so that it is impossible for them to become entangled with another machine.

20) Fuel Tank
Fuel tanks must be sufficiently independently protected from the ground. A non-return valve must be
fitted to the petrol tank breather pipe, this pipe must discharge into a suitable catch tank, minimum capacity 500ml.
The fuel filler cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in an accident.

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

22) Cut out Device
An ignition cut-out must be fitted to operate when the driver leaves the machine. This cut-out system must interrupt the primary circuit and must be wired for both the supply and return current. The cut-out must be placed as near to the centre 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 body. A spiral cable (similar to that of a telephone wire) of maximum 1m extended length is permitted.
Any electric fuel feed pump must be wired in such a way as to cut out if the engine cut-out device is operated.

23) Red Warning Light
Sidecars must be equipped for all the duration of the event with a functional rear-facing red anti-fog lamp, measuring a minimum of 30 sq.cm and producing a minimum of 1500 MCD continuous light.
Pulsating lights are not permitted.
The light must be installed at least 100mm off the ground, located in the area between the back wheel and the sidecar platform.
The light must be mounted on a part of the suspended body, (not on any unsuspended parts) and ensure no obstruction from the fairing and/or the passenger.
Red lights must be switched on when a "Wet Race" is declared

24) Traction Control
Any electronic traction control system is forbidden. Wheel speed sensors are not permitted.

24) Rear View Mirror
External rear view mirrors are not permitted.

25) Fuel
All sidecar engines shall function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90 according to the FIM specifications.
25.1) Physical properties for unleaded fuel (E10)
Unleaded petrol (incl. E10) will comply with the FIM specification if:

a) It has the following characteristics:

Property	Units	Min.	Max.	Test Method
RON		95.0	102.0	EN ISO 5164
MON		85.0	90.0	EN ISO 5163
Oxygen	% (m/m)		4.0	EN 13132 or 14517
Nitrogen	% (m/m)		0.2	ASTM D 4629
Benzene	% (V/V)		1.0	EN 238 or EN 14517
Vapour pressure (DVPE)				
	kPa		95.0	EN 13016-1
Lead	g/L		0.005	EN 237 or ICP-OES
Manganese				
	g/L		0.005	ICP-OES
Density at 15°C				
	kg/m3	720.0	775.0	EN ISO 12185
Oxidation stability				
	minutes	360		EN ISO 7536
Existent gum				
	mg/100 ml			5.0 EN ISO 6246
Sulphur	mg/kg		10.0	EN ISO 20846 or 20884
Copper corrosion	rating			class 1 EN ISO 2160

Distillation:

E at 70°C	% (V/V)	22.0	50.0	EN ISO 3405
E at 100°C	% (V/V)	46.0	71.0	EN ISO 3405
E at 150°C	% (V/V)	75.0		EN ISO 3405
Final Boiling Point	°C		210	EN ISO 3405
Residue	% (V/V)		2.0	EN ISO 3405
Appearance		Clear and bright		Visual inspection
Ethanol (*)	% (V/V)		10	EN 13132 or 14517
Olefins	% (V/V)		18.0	EN 14517 or 15553
Aromatics	% (V/V)		35.0	EN 14517 or 15553
Total diolefins	% (m/m)		1.0	GCMS/HPLC

(*) Shall conform to EN 15376
Notes:
(1) GC/MS methods may also be applied to fully deconvolute the GC trace.

(2) the above maximum values for olefins and aromatics are corrected for fuel oxygenates content according to clause 13.2 of ASTM D 1319:1998.

(a) The total of individual hydrocarbon components present at concentrations of less than 5% m/m shall constitute at least 30% m/m of the fuel. The test method will be gas chromatography and/or GC/MS.
(b) The total concentration of naphthenes, olefins and aromatics classified by carbon number shall not exceed the values given in the following table:

% (m/m)	C4	C5	C6	C7	C8	C9+
Naphthenes	10	0	5	10	10	10
Olefins	5	20	20	15	10	10
Aromatics	-	-	1.2	35	35	30

The total concentration of bicyclic naphthenes and bicyclic olefins may not be higher than 1% (m/m). The test method used will be gas chromatography.

(c) Only the following oxygenates are permitted:
Methanol, ethanol, iso-propyl alcohol, iso-butyl alcohol, methyl tertiary butyl ether, ethyl tertiary butyl ether, tertiary amyl methyl ether, di-isopropyl ether, n-propyl alcohol, tertiary-butyl alcohol, n-butyl alcohol, secondary-butyl alcohol
(d) Manganese is not permitted in concentrations above 0.005 g/l. For the present this is solely to cover possible minor contamination by other fuels. The fuel will contain no substance that is capable of an exothermic reaction in the absence of external oxygen.

Lead replacement petrols, although basically free of lead, are not an alternative to the use of unleaded petrol. Such petrols may contain unacceptable additives not consistent with the FIM Fuel Regulations.

25.2) Unleaded petrol (E85)
When used, it must comply with the following FIM specification if it has the following characteristics:

Property	Units	Min.	Max.	Test Method
RON		95.0	110	EN ISO 5164
MON		85.0	100	EN ISO 5163
Vapour pressure (DVPE)	kPa	35.0	95.0	E N 13016-1
Lead	g/l		0.001	ICP-OES
Manganese	g/l		0.001	ICP-OES

Oxidation stability	Minutes	360		EN ISO 7536
Existent gum	mg/100 ml		5.0	EN ISO 6246
Sulphur	mg/kg	10.0		EN ISO 20846 or 20884
Copper corrosion	Rating		Class 1	EN ISO 2160
Distillation:				
Final Boiling Point	°C		210	EN ISO 3405
Residue	% (V/V)	2		EN ISO 3405
Appearance	Clear and bright		Visual inspection	
Ethanol + higher alcohols	% (V/V)	75		EN 13132 or 14517
Higher alcohols (C3-C8)	% (V/V)		2.0	E N 13132 or 14517
Methanol	% (V/V)	1.0		EN 13132 or 14517
Ethers (5 or more C atoms)	% (V/V)		5.2	EN 13132 or 14517
Unleaded petrol as specified in 2.10.1.2	% (V/V)	14	25	
Water	% (V/V)	0.3		EN 12937
Inorganic chloride	mg/l		1	EN 15484
Acidity (as acetic acid)	% (m/m) (mg/l)	0.005	EN 15491 (40)	

26) Sounds limits
a) Maximum sound level: 107 dB/A (with a 3 dB/A tolerance after the race)
(see also 2.14.5)
b) Sound will be controlled as below:

With the microphone placed at 50 cm from the exhaust pipe at an angle of 45° measured from the centre-line of the exhaust end and at the height of the exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement may be taken at 45° upwards.
During a sound test, Sidecars not equipped with a gear box neutral shall be placed on a stand.
The silencers will be marked when they are checked and it is not allowed to change them after the verification, except for any spare silencer which has also been checked and marked.
The driver shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified Revolutions per Minute (RPM). Measurements shall be taken when the specified RPM is reached.
The RPM depends upon the mean piston speed corresponding to the stroke of the engine.

The RPM will be given by the relationship:

$$N = \frac{30{,}000 \times cm}{l}$$

in which N = prescribed RPM of engine
cm = fixed mean piston speed in m/s
l = stroke in mm

Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the sound test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the sound test is conducted is calculated at 11 m/sec.

Engine: 4 Cylinders
Over 501 cc, Up to 600 cc 7000 RPM

The sound level for engines with more than one cylinder will be measured on each exhaust end.

A Sidecar which does not comply with the sound limits may be presented several times at pre-race control.
After the race, the sound limit shall not exceed: 107 dB/A (with a tolerance of 3 dB/A).

- Apparatus for sound control shall be to international standard IEC 651, with a Type 1 meter (Grade 1)
- The sound level meter shall be equipped with a calibrator for control and adjustment of the meter during periods of use.
- The „slow response" setting shall always be used.
- There is no influence of temperature on sound tests.
- Sound control after the competition

In a competition which requires a final examination of Sidecars before the results are announced, this examination shall include a sound control measurement of at least the first three Sidecars listed in the final classification.

27) Guidelines for use of sounds level
Please refer to Art. 2.15 of the Road racing FIM Sidecar Technical Regulations.

28) Protective Clothes and helmets
Please refer to Art. 2.11 of the Road racing FIM Sidecar Technical Regulations.

29) Procedure of technical control
Please refer to Art. 2.12 of the Road racing FIM Sidecar Technical Regulations.

30) Verification guidelines for technical stewards
Please refer to Art. 2.1 of the Road racing FIM Sidecar Technical Regulations.

Application and Agreement for Sidecar Teams
FIM Sidecar F2 World Trophy Oschersleben

Application and agreement to be received by the organiser by the:
08/08/2014

1 - RIDERS & PASSENGERS DATA

	Rider	Passenger
Name:		
Surname:		
Date of Birth:		
Adress:		
Telephone number:		
e-mail:		
2014 FIM Licence Nr:		
Issued by (FMN):		

The FIM reserves the right to accept or dismiss this applicant and agreement in its sole judgement and criteria.

***Team's complete name** SAME AS MENTIONNED IN THE TEAM LICENCE			
***FIM Team Licence no.:**		**Starting Number preference:**	
Bank account nbr:		**Bank coordinates (SWIFT etc.)**	

APPLICANT'S INFORMATION

Name and Function of persons working for the team:	-
Machine (Type) Chassis and Engine: (LCR or RCN or... Suzuki or BMW or Yamaha or...)	**Engine Capacity: (1000cc or ...)**

Type and number of vehicles used (Truck, cars, Dimensions of paddock m2 etc…):	- - - -	**Team sponsors:**	- - - -

***Please refer to FIM Sporting Code**

Art.70.2.4 FIM SPORTING TEAM LICENCE PER DISCIPLINE

The FIM issues an international sporting Team Licence per discipline which entitles teams to enter riders under their name at FIM World Championships and Prize Events.

The FIM sporting Team Licence per discipline is established in accordance with the relevant Appendices and Regulations of the discipline in which it takes part.

The Team Licence entitles a team to enter its riders under its teams' name and to have its team's mentioned in the official results without prejudice to the regulations of FIM World Championships and Prize Events organised in partnership with a contractual FIM promoter.

2 - COMMITMENTS BY APPLICANT

The Applicant declares and guarantees that:
• The Applicant is a duly constituted and existing entity under the laws of its state;
• The Applicant is and shall remain for the entire 2014 FIM Sidecar World Championship Series the exclusive owner and manager of the Team;
• The acceptance by the FIM of this Application and Agreement shall be subject to the Applicant's compliance to all terms and conditions herein and to all the regulations, permits and other decisions of the FIM.
• All the data and information regarding the Applicant herein are correct and true. It is the Applicant's duty to timely communicate to FIM any changes of this data and information.

3 - BENEFITS

The following shall be the benefits accorded to the Applicant:

4.1 **Pit garage / Paddock allocation -** The FIM will try to assign Pit Garages and Paddock spaces to Permanent Teams, in cooperation with the Organiser, in the interest of Permanent Teams and with eventual availabilities. A single box cannot be guaranteed.

4.2 **Permanent Entry –** Applicant formally designed by the FIM as Permanent Team acquires the guarantee to have its entry forms accepted for all of the events of the Championship. **Nevertheless, the Permanent Team <u>may</u> have to pay the necessary deposit fee as provided in the Supplementary Regulations for each single event (for transponders, etc.)**.

4 – COMMITMENTS BY TEAMS

The Applicant agrees to fully and timely comply with all the following commitments and provide full and timely compliance to the Team and the Team Members.

5.1
- **Team Presentation** – The material elements of the Team (team clothing, vehicles, hospitality, etc.) should be standardised with the quality required by a FIM World Championship. In particular:
- **Pit Stop Crew Uniforms**: must be standardised to a World Championship level quality.
- **Team Clothing**: all team members have to wear the team uniform at any time in the circuit area. Uniforms must be clean and presentable.
- **Team vehicles**: have to be placed in accordance with FIM. Ideally:
- **5.1.1**: working trucks must be placed just behind pits
- **5.1.2**: a second area could be dedicated to hospitality units (just motor homes, executive buses, big tents)
- **5.1.3**: a third area could be dedicated to caravans, campers, vans, etc.
- **5.1.4**: no cars are allowed inside the paddock.
- **Team Areas**: Paddock and Pits are working areas; <u>behaviour and image have to be standardised to a professional level</u>. In accordance with article 9.1. teams have to be attentive to the following rules:
- No children under the age of 15 years allowed inside the pits and in the pit lane.

5.2 The Applicant agrees to refrain from carrying out actions, which may damage the image and promotion of the FIM Sidecar Series.

5 - DUTIES

The Applicant commits itself to take part in promotional activities as:

6.1 **Press Conference** – Riders and Managers shall take part in all the possible press conferences/Open Paddock Activities/Autograph sessions/ Photo sessions organised by the FIM during the Championship, to which the FIM has requested his/her participation at the given time and place.

6.2 **Rider TV interviews** - Riders shall be available for interviews with the Television/radio stations.

6.3 **Exploitation of image rights** - Each Applicant and its Riders herein formally acknowledges that the FIM has the full right to use, sub-licence and/or commercially exploit, only in connection with the exploitation of the Championship, through any suitable means and or device currently existing or which may be developed, including without limitation public exhibition, distribution, TV and radio broadcasting, internet transmission and/or publication, any filmed and/or photographic and/or video recorded and/or computer created images portraying (i) each of the Applicant and/or of the Riders and their sound and voices, (ii) the motorbikes used by the Riders and (iii) any sign, logo, model, trademark of any nature or type (even if reproducing logos, signs, models and/or trademarks of any nature or type of any third-party connected with the Applicant, with any of the Riders or with any motorbike used by any of the undersigned Riders during the Championship) connected to each of the Applicant (and of those however connected to the Applicant) and/or of the entered Riders and/or the motorbikes used by each of the Riders during the Championship (the "Material"). Each of the Applicant and of the Riders hereby waives title and interest to set forth claims, objections or requests of any kind vis-à-vis FIM and its assignees, licensees and successors in respect to the worldwide use and commercial exploitation by the FIM and its assignees, licensees and successors of any of the Material in all forms and without time limitation.

6.4 **Pit Walk** – The Pit Walk shall take place at the same time stated in the Event Schedule and in accordance with the rulings issued by the FIM and the Applicant shall co-operate to ensure its successful organisation. At this time, the rider/s will be present in front of their pit garages so that the public entering the pit lane will be able to get autographs, pictures, etc. An adequate number of supports and "tend flex" barriers shall be used to limit the assigned pit area.

6.5 **Team Signs/Logos** – The team shall be responsible for maintenance, transportation and positioning of the Team sign/s together with team logo/s and garage board/s (to be fixed above the pit lane side) starting from the first event throughout the Championship. The modification of the layout of the sign/s and logo/s is not allowed.

6.6 **Media Relations** – The assigned pit garage shall be kept open, accessible to journalists and photographers, provided that they will not interfere with the Team's activity.

6.7 **Team Presentation Ceremony from pits** - The Riders are required to attend the Team Presentation Ceremony and comply with the established procedure and timetable.
6.8 **On Board Cameras** – The Applicant, if required by FIM, is obliged to fit on board camera equipment.
On board cameras can be used only with the permission of FIM.
6.9 **FIM Gala/Award Ceremony** – The team managers and the riders are obliged to attend the FIM award and/or Gala ceremony at the end of the Championship.
6.10 **Various** - Any questionnaire distributed by the FIM involving services, Organiser evaluation, and facilities, must be promptly compiled and delivered to the FIM, respecting the time schedule indicated.

6 - PASS SYSTEM

The Applicant is obliged to respect the Sidecar World Championship Pass System rules and pledges to help the FIM in respect to the same regulations by any third parties.
7.1 **Applicant responsibility on Passes**
The Applicant is responsible for the behaviour of his crew and guests.
Guest must respect the instructions of Officials.
The Applicant must keep an accurate record of the numbers of passes issued to all guests.

7 – RESTRICTIONS FOR PITS

8.1 For safety reasons, the use of ovens and stoves inside the pits is forbidden.
8.2 It is not allowed to set up tents of any type or size behind the pit garages.
8.3 The pit allocation established by the FIM must be respected.

8 – GOVERNING LAW AND ARBITRATION

9.1 **Arbitration** - Any disputes arising between the FIM and the applicant with respect to, or in connection with this Agreement shall be submitted exclusively to the Court of Arbitration of Sports (CAS) in Lausanne (Switzerland) and resolved definitively in accordance with the Code of Sports – related arbitration. The panel will consist of three arbitrators.
9.2 **Applicable Law -** This Agreement shall be governed by the Laws of Switzerland.
9.3 **Notices** - Any communication, from both the Applicant and the FIM, shall be given in writing and shall be delivered personally, or sent by facsimile transmission, or by courier service, and shall be deemed received at the time of its personal delivery or facsimile transmission, or one (1) business day after the date of deposit with such courier service.
All notices and other communications shall be addressed to the parties at their respective addresses as set forth herein.
9.4 **Counterparts** - This Application and Agreement may be executed in one or more counterparts, all of which shall be considered as the same agreement, and shall become effective when one or more counterparts shall have been signed by each party and delivered to each other party.
9.5 **Entire Agreement** - The provisions of this Application and Agreement set forth the entire agreement and understanding among the parties as to the subject matter and supersede all prior agreements, oral or written, and all other communications between the parties relating to their subject matter.
9.6 **Amendments** - This Application and Agreement may be modified or waived only by written and signed by the authorised officers of all the parties here to.

9 – "ONE EVENT" TEAM ENTRY FEE AND DEPOSIT

10.1 **Entry Fee for the "one event" teams** is **300 euros** that must be sent to the organiser within the deadline mentioned.

10- GENERAL INFORMATION AND ORGANISER BANK DETAILS

Organiser:	ADAC Westfalen e.V.
Address:	Freie-Vogel-Strasse 393
	44269 Dortmund Germany
Telephone number:	+49 231 5499231
Fax number	+49 231 5499237
e-mail:	

10- GENERAL INFORMATION AND ORGANISER BANK DETAILS

Bank:	Commerzbank Dortmund
Beneficiary:	ADAC Westfalen/ Sidecar F1 World Championchip
Swift code:	COBADEFFXXX
IBAN code:	DE85 4408 0050 0181 75 90 03

Rider's Signature	Name	Place & date
Passenger's Signature	Name	Place and date