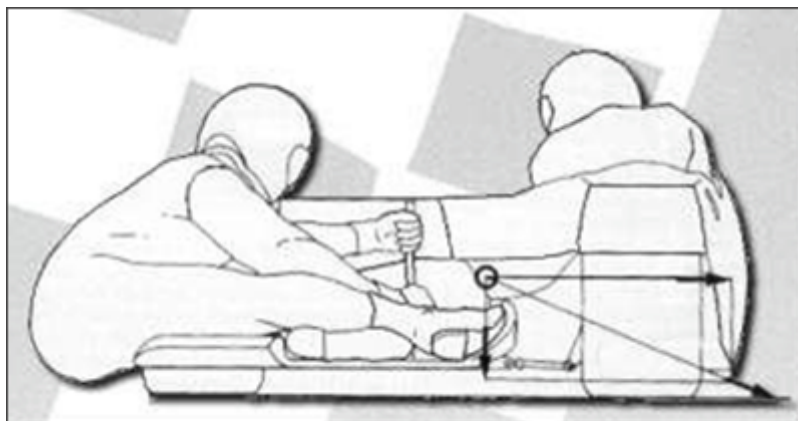


Right Hand Turn Position



Left Hand Turn Position

What Makes A Racing Sidecar So Special???

The heart of any business is the concepts of Teamwork, Partnership, and Trust. Sidecar Racers Association West Sidecar Racing is the ultimate demonstration of these concepts. The aerodynamic and high-speed breed of animal called the Racing Sidecar is neither automobile nor motorcycle.

Why has this motorsport so firmly captured the excitement of spectators? Perhaps more than the excitement of sheer speed, the sport demonstrates the pure essence and spirit of teamwork. Sidecar Racers Association West brings the reality of what can normally only be imagined through movies, to the track. Fans know Sidecar Racing is much more than sheer nerve, team and machine pushing against the violence and physical limits of raw power and speed. They thrive on a very special kind of magic that lives within the teams themselves. Every turn and moment from flag to flag, with their very lives in the balance.

Sidecar Racers Association West is an exhilarating and exotic motorsport, requiring two racers working in unison, having total trust in each other. It is the only motorsport that requires two racers to act and react together. Both racers (driver and passenger) are fully exposed to the elements; there are no roll cages and no safety harnesses. The passenger moves across the back of the Sidecar with split-second timing. Spectators are enthralled, focusing on your marketing message.

Turns ultimately define the distinctive character of sidecar racing.

Entering a right-hand turn, the driver begins to break and shift down from a speed of 160 miles per hour. The passenger must get up out of the security of his platform and literally climb head first over the driver to position his body over the rear wheel. While the sidecar turns, the passenger's face hangs precariously only inches away from the pavement.

For a left-hand turn, precise movements by the passenger are even more crucial. All the passenger's weight must be shifted to the left of the sidecar, resulting in over half of his body extended outside of the rig, just inches from the pavement, sometimes even grazing it. For the spectators, one noted race personality once stated: ***"It's the one class of racing that spectators don't leave the stands for a hot dog."***

Sidecar Racing 101 and the Different Classes in Sidecar Road Racing

In no other sport will you see the combination of agility, strength, concentration and especially teamwork. The sidecar racing team must work together with split second timing and the best acrobatic and driving skills to achieve the fastest possible lap times. One slip and the party is over!! The passenger must be in the right place at the right time or he or she jeopardizes the speed and agility of the whole machine. The passenger's weight is used to stabilize the machine in turns and provide the proper weight distribution on the straightaway. If you haven't seen a sidecar race before, make sure you are sitting where you can see the action in the turns. The sidecars are thrilling, dangerous and graceful all at the same time.

During the 70's and 80's sidecar road racing was a full AMA professional racing class in US. Teams traveled coast to coast accruing points towards a national championship. Interest in the class faded for a few years and returned to a club level of interest and participation. In 1990-91 world class sidecar racing came to Laguna Seca Raceway with the GP races. Since that time interest in sidecar road racing on a national level has picked up and the sport is growing once again.

Sidecar racing equipment has evolved into three-wheel formula car technology. Many of the sidecars in competition are imported from England and New Zealand where the sport enjoys a huge following. The rear engine long chassis "F-1" technology is a result of many years of sidecar development in Europe. Chassis builders here in the US are now incorporating the European technology into America build chassis and the results will thrill you on the racetrack. Several conventional "F-2" or "short chassis" are racing as well. The short chassis represents the club level sidecar or the professional sidecar from several years ago.

The sidecar racing teams are a combination from all walks of life; from pipe fitters to secretaries the sport attracts both men women and combinations of families as participants. So grab yourself a good vantage point around the race track and be prepared to experience the thrill of sidecar road racing, and if you get the urge to go sidecar racing please contact the following for more information.

Classes in Sidecar Road Racing

F-1 - The Formula One sidecar is the state of the art road racing sidecar. The top of the line chassis is built in Switzerland by LCR racing. The machine is a rear engine monoque tub with a-arm suspension and center hub steering. There are several chassis builders here in the U.S. who build tube chassis versions of the LCR also. Thirteen inch wheels are used and a selection of about four tire compounds are available for each corner (front, rear, side) The popular engine of choice is a GSXR 1000, however the class is open to 1200 cc machines so various power plants are used including two stroke snow mobile motors. Proper chassis set up including caster, camber, etc. is critical on the very un-forgiving Formula 1 machines. Top speed is in the range of 160 on long GP courses.

F-2 - The Formula 2 road racing sidecar is the shorter version you will see on the race track. The primary difference is the engine is in the middle of the bike with the rider kneeling over the motor. The F-2 machine is easier to build and maintain than the Formula 1 and is often considered a good

beginning machine. The engine limit is the same as Formula 1 at 1200 cc, again the popular engine of choice is the Suzuki GSXR 1000. A Formula 2 or "short chassis" in the hands of the right team can be very competitive on short technical courses.

Vintage - Vintage sidecar racing is intended to remember the good old days when things were less technical. In appearance the Vintage Road racing Sidecar is similar to the Formula 2 machine in that the engine is under the rider. Vintage machines are categorized to include several classes. The 16" wheel class is the most nostalgic and will often include BMW, Triumph, Yamaha XS 650 and BSA powered machines. The "newer Vintage" classes allow multi cylinder Honda 750, Kawasaki Z1 style engines along with ten inch wheels that were so popular in the 70's and 80,s.

Passengers - In all three variations of sidecar road racing the passenger is a critical part of the race. The passengers on Formula 2 and Vintage machines are much more animated because of the design of the outfit and its passenger platform. A winning sidecar is only as good as the team effort put forth by both members of the team.