



2025 RULES AND REGULATIONS

Midget Division (DIRT)

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BCRA MISSION STATEMENT

The mission of the Bay Cities Racing Association is to serve its members and provide leadership and coordination to ensure:

- That the members have an adequate and regularly scheduled racing program where they can exhibit their skills and abilities in an enjoyable, reasonably safe and rewarding environment
- That the racing promoters are provided a smoothly run racing event with a sufficient number of racecars resulting in a profitable return
- That the racetrack owners are provided a racing event that generates fan enthusiasm resulting in a profitable return
- That the racing fans are rewarded with a competitive and enjoyable race, and race car viewing experience

RULES AND REGULATIONS:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events, and to establish minimum acceptable requirements for such events.

These rules shall govern the condition of all BCRA events. All BCRA members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

The Referee shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

GENERAL RULES

A. Annual Dues and Memberships – Includes Excess Medical & AD&D Insurance

Midget Owner/Driver: \$150

Midget Owner: \$150

Midget Driver: \$150

Associate Member: \$60

B. Age Requirements

Application for Membership:

An application for any membership in this corporation shall be in writing upon a form to be supplied by the Secretary or Business Manager of the corporation. Such applicant shall be at least fourteen (14) years of age for the Midget Division.

Any driver under the age of sixteen (16) will have a non-voting membership.

BCRA will have a "Provisional Driver" designation for a driver under the respective ages for the Midget division. To apply for a "Provisional License", a driver must receive permission from the BCRA Board of Directors. Any driver receiving a "Provisional License" designation will be required to run with a "Rookie" yellow flag in at least 3 events. An event is one day's worth of racing, Practice, Heats, Mains. After a minimum of three events, the appointed BCRA Referee will have the discretion to remove the "Rookie" flag.

C. Participation of officials

No official shall be connected with any car in active competition, except with the approval of the Board of Directors.

D. Member Participation

All BCRA members are encouraged to support BCRA sanctioned events when possible. Drivers and/or Car Owners must be registered members of BCRA in order to earn BCRA Championship points and, if available, contingency awards.

E. Visiting drivers and/or owners

Visiting drivers and visiting car owners (non-members) will be allowed to participate with BCRA for a maximum of three (3) races per season. Visiting drivers and/or visiting car owners must fill out a temporary permit for each race. No points will be earned for each race they participate in as non-members. Once they've reached their maximum of three (3) BCRA races as a non-member driver or car owner, they are welcome to participate at subsequent BCRA racing events after becoming BCRA members. A \$50 pit draw/entry fee will be enforced for all non-members.

F. Admission to pit area

Pit passes will be required for admittance to the pit area and must be carried at all times.

G. Entry fees

BCRA Member pit draw: \$25.00

Non-Member pill draw: \$50.00

These fees are in addition to any gate fees, and/or event fees.

Pill draw fees will be deducted from any payout checks.

H. Photographers

Authorized photographers and persons serving the press will have designated vantage points and are expected to cooperate with the officials and not abuse the privilege. Photographers are prohibited from taking or distributing gruesome pictures under penalty of exclusion.

I. Car numbers

Car numbers must be registered with the BCRA business office prior to January 31. Failure to do so will result in your previous year's car number being made available to anyone on a first come, first serve basis. If you do not use your car number in any year it may be assigned to another car. Cars with unregistered numbers will not receive car owner points. From one year to the subsequent year, car numbers will automatically be renewed upon payment of membership dues, provided that dues are received by January 31.

BCRA uses permanent car numbers. These numbers are 1-99 and 0,00,01-09. The number 1 is reserved for the prior year's car owner champion. There will be no 1X, 1Z, 1T etc... Any BCRA car owner may have an unassigned number as their permanent number. The letter used with the number must be legible. All numbers must be on by the first race. No reflective numbers allowed. All cars must have numbers on both sides of the tail, in a contrasting color from the car, 2" wide and 12" high for each number. The number must be on the center of the nose of the car, at least 6" high. Any car number not readable by the scorer must be fixed. Car numbers cannot be changed after the first race, including adding an X or other suffix. In order to earn car owner points, a car owner must be a BCRA member and must have a BCRA assigned number on the car.

J. Injuries

Any driver involved in an accident must, if ordered by the officials, be checked out by the ambulance crew or go to the hospital for a checkup. If he/she fails to do this he/she will forfeit hospital benefits, and, if injured, serve a 30-day suspension of competition after the doctor's release. Any member injured while on the racing premises and who does not report to the BCRA official in charge before leaving the premises (providing the person is able to make such a report) will not be eligible for benefits. The BCRA office must authorize all doctor and medical bills. Any member returning to competition after an injury must have a written release from his physician and all benefit payments shall cease as of that date.

K. Appeals

Any BCRA member who feels that a BCRA official unfairly penalized them can appeal their fine or penalty in person at the next BCRA Board Meeting. A written request to appear before the board, a written appeal and a \$25 fee must be submitted to the BCRA Board President at least three (3) days prior to the Board meeting. BCRA Board Meetings are held on the second Wednesday of every month.

L. Disciplinary action policy

Authority of the referee: The Referee will be responsible for making all disciplinary decisions during the racing event. These decisions can result in ejection from that event for a racing team based on the actions of the driver, the car owner, or their pit personnel. Depending on the severity of the situation, the Referee at his/her discretion may elect to pursue additional disciplinary action against the parties by preparing a written request to the BCRA Board of Directors. The request will clearly identify the parties and the nature of the situation that gave rise to the problem.

Authority of the Board: The BCRA board of Directors will review on a case-by-case basis each of the requests made by the Referee for extended disciplinary action. The decision by the Board will be final and communicated to the offenders.

M. Other Vehicles in Pit Area

The BCRA Board of Directors in an effort to promote safety at racing events and support promoters and track owners in their efforts to reduce risk of injury to both participants and spectators has enacted the following policies:

Three-wheel or four-wheel (Quad) vehicles: Vehicle is required to display the car number which it is associated with in 2" high or larger numbers, and there will be only one rider per vehicle allowed unless the vehicle has a manufacturers certificate attached which declares it suitable and safe for two or more passengers and the additional passenger(s) are riding in accordance with the manufacturers specifications. The referee will be responsible for monitoring and policing vehicle use. Violators will be subject to verbal and/or written reprimand, and possible loss of the right to use the vehicle in the pit area.

RULES OF CONDUCT:

The BCRA board of directors reserves the right to refuse any person the right to compete in a BCRA sanctioned event for any reason.

A. Cooperation with Officials

All owners, drivers and pit crews must cooperate with all officials at all times.

B. Responsibility

Car owners and/or drivers will be responsible for the conduct of the persons associated with the car and/or driver. Any Owner, Driver or crew member signed in with BCRA, is required to act in a professional manner at all times. This includes, but not limited to social media. Any member who knowingly insults, berates or insults another owner, driver, crew member or official, is subject to penalty from the BCRA board of Directors. The board may fine, suspend or disqualify an individual from a current event or future events. BCRA members are responsible for the actions of their crew members.

C. Unbecoming conduct

1. Any driver, car owner or pit person who at any time uses improper language to working officials may be immediately reprimanded, expelled from the track and/or subject to a fine and/or suspension.
2. Unbecoming conduct in front of the audience will be cause for suspension and/or fine. Any driver, car owner or pit person who at any time shoves, jostles, shakes, strikes or attempts to strike any official may be fined up to \$250 and/or suspended for one year.
3. Any member found fighting in the pits or infield might be fined and/or suspended. Anyone under the influence of alcohol or other drugs shall not be allowed to compete in the event or be in or about the pit area.
4. Drinking of alcoholic beverages will not be tolerated in any manner until after the entire racing program is over. Violation of this rule carries a \$100 fine and/or a 30-day suspension.
5. No guns or other weapons will be allowed on any person at the track or at any organization activity.

D. Driver Meeting

The Chief Referee will hold a pit meeting at every BCRA event. All drivers must attend the drivers meeting. Failure to attend the Pit Meeting can result in a fine, suspension from that night's competition, or being placed at the back of the starting grid for the feature event. The meeting may include discussion on anything related to the racing event. Topics can include but not limited to:

- The designated start and restart area
- Any changes in the standard program
- Any precautionary, safety, etc., items the race officials may want to expand on
- Red Flag work area

RACING RULES:

Flags

The flags are the official signaling devices for all race events. The lights and/or any other device at a racetrack are supplemental and are not official. All drivers must obey flags. Failure to do so will result in being set back one position for each offense.

Green: Start of event. Any car taking the initial green will be considered officially started and will be scored accordingly. All cars in an event must take the initial green flag in order to be scored for that event.

Yellow and Red: Restart. No start, line up again. All cars that stop will be put to the rear of the line. There will be only one restart per race. (See section K)

Yellow: Caution. **Cars will not race to the yellow.** Positions shall be determined as scored on the lap preceding the caution. Slow down and maintain position. Do not pass the car in front of you. The leader will come to an idling pace. Laps under the yellow do not count in races with 50 laps or less. In races where yellow flag laps don't count, the car causing the yellow may restart at the rear of the field without losing any laps, provided the car takes the next green flag when it comes out. All yellow flag restarts are to be single file, unless it is a complete restart. All work done under yellow flags must be done in a designated work area only. Any car that stops under a yellow flag, unless directed by a race official, must go to the rear of the pack.

Split Yellow: When using a split yellow flag and it is displayed in mid field, the cars scored in front of the first car that receives the yellow remain as scored. The first car in mid-pack that had received the yellow, and all cars behind it will not be scored and their restart position will revert to the previous lap.

Blue/Yellow: When displayed, this flag indicates that the driver receiving the flag is about to be overtaken and should hold his/her line to let faster cars pass.

Black Flag: Pull off racetrack with caution. Any car not maintaining a competitive speed, driving irregularly, suspected of leaking fluids or suspected of being unsafe may be black-flagged from the track. Ignoring the black flag is punishable by a \$25 fine and/or disqualification from that event. Once a car has been shown the black flag, it will not be scored from that point forward

Red Flag: Stop immediately with due caution. Do not drive past the scene of the accident. Any car passing the scene of an accident is subject to a \$25 fine and/or suspension. After one lap has been completed, cars are scored and restarted according to the lap prior, with the cars involved in the red starting at the rear of the field. All red flag work is to be done in the designated red flag work areas only.

White Flag: Start of last lap. Once the white flag is displayed to the leader, if a yellow or red flag is displayed the event is immediately complete and final positions revert to the previous lap.

Checkered Flag: End of event. You must finish under your own power. The end of any race is not determined by the number of laps, but when the checkered flag comes out. If the race ends with a yellow or red flag, the cars that cause the flag will be placed at the end of the last lap scored.

WARM-UP LAPS (Wheel Packing)

Warm up laps will be started approximately two hours before the start of the racing program or one hour before qualifying. There will be no hot lapping during the warm up time. Hot laps will be after warm ups are complete.

All cars must participate in wheel packing. Cars that do not wheel pack will be penalized by limiting them to 1 lap during qualifying, or if no qualifying, the car will be moved to the back of their heat (but in front of the flagged rookies). The Referee will be the deciding authority if a car has satisfactorily wheel packed. The Referee's decision will be final.

Qualifying

Pill draw will determine the qualifying order. Qualifying will be two laps in a row. Unless the track requests a group format. Any car not ready to qualify in its position may lose one of its laps. If the car is over the decibel limit, the car will lose its qualifying time(s), and be placed at the rear of the heat race it qualified for. A qualified car cannot re-qualify. In the event a car shows up late or does not make qualifying, the car may start at the rear of a heat, (scratch) provided there are no more than 10 cars in that heat. If the heats are full, then the car may start at the rear of the first main (D-C-B-A). This also applies to a car that is having mechanical problems. See Event format page for additional information. Top 2 in qualifying will be required to come to tech after qualifying.

Speeding in Pits

Excess speeding in the pits carries a minimum fine of \$25. This includes racecars, push trucks and alternative support vehicle.

Inexperienced Drivers

All inexperienced drivers must start in the rear of all events until approved by the referee.

Rookie Drivers

A rookie driver is one who has no prior midget experience with any organization. A driver interested in running for Rookie of the Year must declare it at the first race entered. Any driver who has competed in three (3) or fewer midget races with BCRA may be considered for Rookie of the Year. He/she must declare their intent to run for Rookie of the Year at the first midget race entered that year. All rookies will run with a bright ribbon ("Rookie Flag") attached to the upper rear roll cage and will start at the rear of all events until the referee determines they are ready for competition. Cars driven by rookie drivers will have a bright yellow painted or taped rear bumper/nerf bar for the duration of their rookie season.

Substitute Drivers

A car may substitute drivers, but must start in the rear of the first event that it is qualified for. Car and driver earn points toward the championship.

Re-entering the Race Track

Any car re-entering the race track after the initial green flag has been thrown must do so under its own power, and only under a yellow flag. If a car does not take the initial green flag, it will not be allowed to join the event.

Vacancy in Line-up

After the lineup has been posted & **prior to staging**, if there is a vacancy in the field, a new lineup will be reposted. The lineup will be set when the first car enters the staging area.

Any driver that chooses to start from the back of the pack will be allowed to change their starting position. **Once on the track** if a competitor vacates a position in the lineup by withdrawing or electing to start at the rear of the field, all cars in that row will move straight forward.

The Start

The pole car sets the pace for the starts of all racing events and should lead the field down the back straightaway and through turn three in a smooth and fluid manner, picking up the throttle upon exiting turn four. Any pole car that brakes and/or accelerates abruptly or fails to pick up the throttle in turn four may be sent to the rear of the field. Anyone pulling out of line or jumping the flag may be set back one row or sent to the rear of the field.

Both front row cars must be side by side as they reach the designated starting point (either a line on the track or a cone inside turn 4.) If on the second attempt, either front row starter jumps the start then both will be moved back one row.

Restart

If one car spins in the first turn of a race on the first lap, or two or more cars spin or are involved in an accident on the first lap, there will be a complete restart. All cars that stop will be put to the rear. This counts as one stop.

All yellow flag restarts are to be single file, unless it is a complete restart. All cars will stay in single file order under the yellow flag. There will be **NO** passing on restarts until the green flag has been displayed and you have passed the end of the restart zone (end of the restart zone is considered the

initial start cone in turn 4). Any car passing a car(s) before the green flag has been displayed and before the end of the restart zone will result in being set back two (2) positions for every one (1) gained. The penalty will be imposed as quickly as possible which would be at the next yellow or red flag for that event or at the end of the event if no yellow flag or red flag is thrown after the infraction occurred.

Excessive Spinning or Stopping

Any car that stops for any reason after leaving the grid or staging area under its own power will be placed at the rear of the field, unless asked to stop by an Official. At certain venues a Two stop/spin rule will be in effect, and in the case of a spin and/or stop, only one assisted restart per race, per car will be permitted. Additional restarts will be at the discretion of the referee.

When a driver spins and does a 360, and a yellow is thrown, the offending driver will be put to the rear of the field, even if his car does not stop. The driver will be charged with a spin. NO EXCEPITONS

Inspection After an Accident

Any car making contact with another car, hitting the fence, wall or any other object and stalling must wait for the referee to make a visual inspection before returning to the race.

Rough Driving

Deliberately spinning or hitting another car is not tolerated and carries a \$100 fine and/or suspension. Any driver who intentionally cuts the infield will be penalized by the referee.

Excessive Smoke, Oil or Water

Any car emitting an excessive amount of smoke, oil, water or fuel will be black-flagged.

Muffler System

Every car participating in a BCRA event is required to have a muffler. Any car that has qualified and changes its muffler after qualifying without an Official's approval is subject to a \$100 fine and the car might also be disqualified for that racing event. If your muffler is broken, you must notify an official prior to making repairs. All cars must have an approved BCRA muffler system capable of quieting the engine to meet local requirements. Any car not capable of this will be black flagged and disqualified from that event, and placed at the rear of the next racing event. Any car that does not cross the finish line with a properly connected and functioning muffler will be disqualified from that event.

Noise Requirements – Owners Responsibility

As many of you are aware, noise at speedways has become a major issue in California. Many associations (including BCRA) have lost racetracks because of an unwillingness to reduce excessive noise. The STATE MANDATED MAXIMUM level for noise is 95db's @ 100 ft. during the entire

event. BCRA has a ZERO TOLERANCE policy on excessive noise. BCRA will make every effort to inform all car owners of their cars measured noise level following hot laps, qualifying, heat races, and/or main event. However, it is the responsibility of each car owner (not BCRA) to inquire with the BCRA official about their cars measured noise level to insure that his/her car is less than or equal to the 95db level, or the maximum db level specified by the promoter.

Note: Please keep in mind that as the evening progresses and air density changes, your car will likely become louder. BCRA's noise rule applies to all cars throughout the entire event, not just qualifying. BCRA's noise policy is as follows:

- All cars are required to use exhaust mufflers accepted by BCRA, and meet required sound DB levels of 95db @100ft., or the maximum db level specified by the promoter, at any time during the event. Owners/Drivers must be aware that additional sound deadening may be necessary to quiet cars. Mufflers must be as manufactured and unaltered. The Approved mufflers are:
- Flowmaster Pro Series Outlaw Race Muffler: 13009130, 13509130, 13509135
- B&B Performance: FRAC-0375-S with side outlet
- Schoenfeld: 14272735-78
- Extreme Mufflers: 3515-3030, 3615-3030, 3515-3030-8, 3615-3030-8
- Coast Fabrication: 300x625x17-2s, 350x625x17-2s, 400x625x17-2s

A BCRA and/or track official will conduct noise measurements.

- First offense: At any time if a car exceeds 95db's, or the maximum db level specified by the promoter, the car owner must demonstrate to the BCRA head official that they have taken appropriate action to quiet the car before being allowed to race again during that race event. If appropriate corrective action is not demonstrated, the car will not be allowed back on the track.
- Second offense: If the car is found again to violate the noise rule, the car owner must demonstrate additional corrective action to the BCRA head official before being allowed to race again that evening. In addition, the car will have to start at the rear of the next racing event (i.e., If a car is too loud in qualifying and again too loud in the heat race, then that car will start at the rear of the main event.) If appropriate corrective action is not demonstrated, the car will not be allowed back on the track.
- Any further violations will result in disqualification for the remainder of the event (i.e., black flagged).
- Any muffler changes must be approved by the BCRA head official prior to resuming on the track. Failure to do so will result in a \$100 fine and disqualification for the remainder of the event.

Protests

Any BCRA driver or car owner may protest any finishing position by filing a protest in writing and depositing \$75 with the referee. If the protest is upheld, the deposit will be returned to the protester. In the case of a protest, the positions involved will not be paid until the protest has been settled. Protests must be made within 30 minutes of the score sheet being received by the referee. Any BCRA owner or driver may protest a contestant's car by depositing \$200 and a signed request with the referee within 30 minutes of the completion of the racing program. If the car is illegal, the money will be returned to the protester and the guilty car owner will forfeit all money and points for that race. The car owner may also be fined \$100 and/or suspended. If the car is found legal, the \$200 will be paid to the owner protested.

RACING SEASON

Points accrued up to November 30 will apply to the current racing season. Points accrued after November 30 will apply to the following racing season

CHAMPIONSHIP POINT SYSTEM

<u>Position</u>	<u>Qualifying</u>	<u>Dash</u>	<u>Heat</u>	<u>Semi</u>	<u>Main</u>
1st	10	4	10		60
2nd	9	3	9		58
3rd	8	2	8		56
4th	7	1	7		54
5th	6		6	16	52
6th	5		5	15	50
7th	4		4	14	48
8th	3		3	13	46
9th	2		2	12	44
10th	1		1	11	42
11th				10	40
12th				9	38
13th				8	36
14th				7	34
15th				6	32
16th				5	30
17th				4	28
18th				3	26
19th				2	24
20th				1	22
21st					20
22nd					18

At the time of the pill draw, all BCRA Members that sign in for that event will receive 25 pill draw points. These points will go towards your overall championship points.

The top 10 in qualifying will receive points towards the championship.

If a car runs both the semi and A-main event, the car can only receive A-main points.

Passing points will be awarded in the A Main event only as follows. 1 point will be awarded for each car passed. Formula = Start position minus finish position = number of cars.

Example: Start 17th, Finish 3rd = 14 cars x 1 point=14 points

**** If you attend all championship point earning events, your lowest overall point earning event will be dropped from your overall points championship.**

When a car/driver is disqualified for any event, they will not be awarded any points for that event in which they were disqualified in.

Car owner or driver must be a BCRA member prior to competition and the car must prominently display a BCRA decal in order to respectively earn BCRA car owner or driver championship points. Each car owner will have a unique number and championship points will accrue for each number. In the event that the owner chooses to bring both of the like numbered cars to the same event, the owner must designate which car will receive the car owner points for the single car number and the other car will be separately designated (e.g. 23x) and scored separately for that event.

Co-sanctioned events: Any BCRA driver participating in a co-sanctioned event will earn BCRA points based on the current BCRA approved rules and point system.

A car must take the original green flag to be scored.

LINE-UPS: See Event Formats below starting on page 23

Post-race technical inspection

The top 4 cars must go to the designated tech area immediately after the main event, or be disqualified. BCRA officials reserve the right to randomly select one or more additional Main Event finishers to be inspected.

Tire Change

If you change a tire during an event, you must go to the rear of the field.

Champion's Provisional

A champion's provisional will only be awarded at co-sanctioned events or the last race of the season. There will only be one Champion's Provisional per race, and a Driver or Car Owner may only receive one Champion's Provisional per year.

If during the first half of the season, the previous year's 1st through 5th place Driver Champion or the 1st through 5th place Car Owner champion fails to qualify for a main event in a co-sanctioned race, then the highest previous year's Champion (beginning with 1st place Driver, then 1st place Owner and alternating in order to the 5th place) not qualifying, and who has not previously been awarded a Champion's Provisional, will be the Champion's Provisional for that specific main event.

During the second half of the season, the available Drivers or Car Owners will be those who, as of the current race, are currently 1st through 5th in Driver points or 1st through 5th in Car Owner points. The method to determine who is awarded the provisional at the second half of the season main events will be as described above.

Provisional entry will not receive main event money, but will receive main event finishing position points.

Traction control

Ignition electronics that provide traction control are prohibited. All ignition components may be inspected, sealed or confiscated by BCRA at any time. The maximum penalty for utilizing traction control is a one-year suspension from competition and loss of all points earned for the current season.

SAFETY RULES:

A) DRIVERS EQUIPMENT

1. **All drivers must run one-way radios and transponders at all races.**
2. **Only Snell SA2015 or better helmets may be worn**
3. All drivers must wear an approved SF5 or better driving suit, Nomex or better is required. Must be clean and in good condition.
4. Nomex (or better) underwear (top and bottoms) is required if using a single layer suit.
5. Nomex (or better) gloves, socks, and shoes are mandatory.
6. Nomex (or better) head sock or helmet skirt is mandatory.
7. Safety belts cannot be more than 2 years old from the manufactured date. If there are no certification markings on the belts, they are considered older than 2 years.
8. Arm restraints are mandatory.
9. SFI approved Head and Neck Restraint Systems are mandatory.
10. A full containment seat is mandatory Note: nets are recommended with full containment seats. **No Low back seats, no fiberglass seats.**
11. No fueling of cars with driver in the car.

B. Physical condition

- 1.) All drivers are required to remove all dentures before starting an event.
- 2.) Corrective lenses worn by drivers must be of the safety type glass. Contact lenses are not recommended because of dust and foreign material.
- 3.) All drivers are recommended to have a physical annually to make sure they are fit to drive a race car. In the event of a hard crash, the Referee has the authority to remove a driver from the remainder of the racing events until the driver has a doctor's release allowing him or her to resume racing activities.

C. Track safety equipment

- 1.) Always make a mental note of where the fire crew, ambulance and track exits are located.
- 2.) Never run onto the racetrack during an event, or even after the flag has ended an event.
- 3.) Every entrant must have a 5lb dry powder fire extinguisher in their pit area. Breaking this rule is a \$10 fine for each race.

D. Accidents

All entrants are expected to use every precaution to avoid injury to drivers, attendants, employees, etc. Extreme care and caution should be used in the case where a driver or other person is injured in a crash. Please wait for an official or ambulance attendant to arrive before trying to move driver. If part of the car is resting on part of the driver, use extreme caution in relieving pressure on the driver. Consider it your duty to help keep people who don't belong at the scene of an accident away from the accident.

CAR SPECIFICATIONS:

In the interest of the total club, major chassis or engine features considered to be new, innovative, unusual, not considered standard or not used by the majority of the current cars, are to be considered not approved or permitted. The board must specifically approve any such new items.

A. Checking of engines

All cars must meet official BCRA specifications and are subject to technical inspection prior to and/or following any event. Any car owner or driver in charge, refusing to allow his car to be checked or leaving the track after being told of intent to check, shall be considered guilty of violation of specifications and will be fined \$250 and receive a 30-day suspension with the loss of points and monies from that race event. If the motor is illegal there will be a \$250 fine and loss of all points and monies from that race event.

Engine Specifications:

A. Pushrod Type Engines

1. Four cylinder in-line, two valves per cylinder, water cooled, using a **Fontana** factory aluminum block and an aluminum cylinder head.

Maximum of 174 CID (2852cc) Maximum RPM 8800

2. **Fontana** (Rhino)sealed spec engine –
Maximum 200 CID (3278cc) Maximum RPM (factory set and sealed) 7800

3. Four cylinder in-line, two valves per cylinder, water cooled utilizing an aluminum block and/or approved cylinder head.

Gaerte Block - Maximum of 174 CID (2852cc) Maximum RPM 8800

Mopar W-9 Block- Maximum of 171 CID (2803cc) Maximum RPM 8700

Toyota Engine- Maximum of 166 CID (2721cc) Maximum RPM 8700

4. All other push rod engines, using billet blocks, **Non-Gearte** or **Non-Mopar** blocks.

Maximum of 166 CID (2721) Maximum RPM 8700

B. Single Overhead Camshaft Type Engines

1. Four cylinder in-line, aluminum block and head, 2 valves per cylinder.

Esslinger ST, XT & RSI Only: Maximum of 161 CID (2639) Maximum RPM 10300

Esslinger EST sealed spec engine: Maximum 161 CID (2639cc) engine
Maximum RPM (factory set and sealed) 9400

Esslinger BB7: Maximum 161 CID (2639) Maximum RPM 9800

Mopar SR11 / SR11X: Maximum of 161 CID (2639cc) Maximum RPM 9800

C. Double Overhead Camshaft Type Engines

1. Honda K-Series four cylinder in-line, water cooled, four valves per cylinder, must use Honda OEM cylinder block and cylinder head.

Maximum of 154.6 CID (2533.5cc) Maximum RPM 9600
(Maximum Stroke 99mm (3.98"))

2. The stock production "Cosworth Vega" four cylinders, in-line, four valves per cylinder, utilizing the stock production block and head. Alteration of the basic design of the head or block is prohibited.

Maximum 127 CID (2082 cc).

3. Ecotec four cylinders, in-line, four valves per cylinder. Maximum 146 CID (2400cc).

Complete engines and/or major components must be available in a reasonably sufficient supply to all competitors at comparative prices.

All engines must be normally aspirated, internal combustion, four cycle, reciprocating piston type, incorporating a maximum of six cylinders. Only one spark plug per cylinder will be allowed. Camshaft timing must be fixed. Any device used to alter camshaft timing during engine operation is prohibited. Severe penalties will be issued to the entrant and engine builder if such devices are found.

EXCEPTION – Production block and head engines 146 CID and under.

The preceding engine sized is maximum permitted. No clean up allowed.

BCRA Reserves the right to disallow any engine for competition, which in its judgment does not meet the spirit and intent of competitive racing, in regards to cost and/or performance. Any engines not covered by the preceding specifications must be submitted for approval prior to entering the competition.

CHECKING OF FUEL

All cars must comply with BCRA fuel specifications and are subject to technical inspection prior to the event, during the event, and following any event

D) FUELS & Additives

1. Pure Methanol allowed. No additives, lubes or oxygenated fuels allowed!
2. No additives are to be used on the air cleaner or in air boxes that result in any type of performance enhancement.

All Fuels must pass the attached "METHANOL SPECIFIC GRAVITY TEMPERATURE CORRECTION TABLE" guide for temperature and purity ratio. Any fuels not matching the specific gravity reading will be disallowed and the car will be disqualified. Any and all points earned during the entire program (qualifying, heats and main event points) will be forfeited by the owner and driver.

If a car is determined to have illegal fuel, additional penalties may be sanctioned on the driver and/or car owner by the BCRA Board of Directors. In addition, any driver and/or car owner running illegal fuel can be fined, and/or suspended by the BCRA Board of Directors. Any car owner or driver, determined to have run illegal fuel, on more than one occasion, may be permanently expelled from BCRA by the Board of Directors.

Weight Rules:

DIRT: All dirt cars must weigh a minimum of **1035 pounds**; including water, oil, fuel and the driver. Cars may be weighed prior to and/or following any event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement. All cars are encouraged to weigh on the BCRA scales before the races.

DIRT: Chassis, body and running gear specifications

- 1.) The wheelbase must be at least 66 inches and no more than 76 inches allowed.
- 2.) The overall rear end width will be a maximum of 65 inches
- 3.) The right front tire cannot be farther out than the right rear tire when the right rear wheel is set at maximum width. (as measured straight line along outside RR to outside RF)
- 4.) No four-wheel drive cars allowed.
- 5.) All cars must have a fuel shutoff within reach of the driver while belted in.
- 6.) All cars must be equipped with wheel guards (nerf bars) on both sides and mounted directly to the frame. Nerf bars must be bolted to the frame. No pop rivets are allowed. The right nerf bar cannot extend beyond the outside of the right rear tire when the right rear tire is at maximum offset.

- 7.) All cars must have a firewall between the cockpit and the motor compartment.
- 8.) Front axles must be of tubular chrome alloy.
- 9.) All cars must be equipped with a throttle toe strap.
- 10.) No rear engine cars allowed.
- 11.) No rearview mirrors allowed
- 12.) All cars must have a muffler system capable of quieting the engine to meet BCRA sound and listed muffler requirements.
- 13.) Exhaust pipe or muffler **must not** protrude past the outside edge of the nerf bar.
- 14.) All highly stressed steering parts shall be made of 4130 steel or better. Aluminum pitman and steering arms are allowed. They must be one piece, un-welded and a web thickness of 1/2 inch minimum. 7075 T-6 or 2024 T-4 aluminum required.
- 15.) No carbon fiber or composite suspension or steering components allowed, including: radius rods, tie rods, draglinks, panhard bars, pitman arms, steering arms or torsion arms.
- 16.) No front axles, front or rear bumpers, left or right side nerf bars shall be made of aluminum or titanium.
- 17.) All cars must be equipped with a 5-point belt system securely fastened to the frame. No Y-type shoulder harness allowed. Belt Age: Year of Manufacture, plus two years
- 18.) Minimum belly pan (driver floorboard) is from the firewall to the front of the seat. Recommend 0.085" thickness for aluminum
- 19.) Steering components must meet with the approval of the tech. committee.
- 20.) Cars must be equipped with a front and rear bumper. No stubs pointing downward or outward will be allowed.
- 21.) All cars must have at least 3 throttle return springs, two of which are to be attached to the injector arm and be able to close the injectors on their own and one on the throttle pedal.
- 22.) Steering wheel must be of the flexible spider type, with a pad in the center.
- 23.) No oil coolers can be mounted outside the body.
- 24.) A positive kill switch, properly marked "ON" and "OFF" and mounted on the dashboard, is required on all cars.
- 25.) Body side panels must start at the firewall and extend to the front side of the driver's seat minimum.
- 26.) All cars must be equipped with a hood securely fastened.
- 27.) All tail tanks must have a bladder.
- 28.) All water-cooled cars must have a catch can for fluid recovery. (Pavement races only).
- 29.) All moving parts of the driveline must be covered.
- 30.) Drag-link tethers are mandatory. It is recommended that one end of the draglink tether to be mounted above the drag-link.
- 31.) All cars must have a suitable breaking device. Copper tubing is not allowed.
- 32.) Only a conventional torque tube type driveline will be allowed, with a single universal joint in front. No CV joints will be allowed.
- 33.) All cars must be of the open wheel, open cockpit type. The engine must be covered with a cowl secured in place, but need not enclose the sides of the engine compartment. The cars body, driver's seat, and fuel tank assembly must be mounted on the chassis centerline. A maximum variance of one inch overall (1/2" offset) will be permitted. All cars must have driver's compartment floorboard.
- 34.) All fuel must be contained in a single, conventional midget tail tank assembly located behind the driver and within the chassis frame rails.

- 35.) Cars utilizing inline engines are limited to a maximum 45 degrees of layover (angle from vertical) as measured through crankshaft and or cylinder bore centerlines.
- 36.) Independent suspension is not permitted. The cars axle connecting the wheels must be of one-piece tubular construction, without the capability of camber adjustment to the wheel assembly. Any other construction will be considered independent suspension.
- 37.) Front axles must be constructed of SAE 4130 or a steel alloy equivalent in structural strength. Titanium and aluminum are not permitted. Front axles must incorporate the spool wrap-around design with spool to tubing gusset plates optional. Recommended .095 wall thickness.
- 38.) The nut securing the wheel to the rear axle assembly must have a minimum inner thread diameter of 1.5 inches. Aluminum rear hubs are allowed on splined axles. Titanium rear hubs are not permitted.
- 39.) Aluminum front hubs originating from a forging are permitted. Aluminum hubs must have a wall thickness of (.250) at the inner bearing bore. Hubs which are threaded in this area must maintain this thickness as measured from the bottom thread. Squared thread root design is recommended in this area.
- 40.) All cars must have a tubular front bumper with a minimum diameter of .750", which may not extend more than 8" forward of the front torsion tube. The nose assembly may not extend forward beyond the inner confines of the front bumper. In the event a car does not utilize torsion bar suspension, the measurement will be taken from the axle, as compared to a torsion bar chassis. Recommended .065" wall thickness.
- 41.) All engine coolant must be biodegradable. Water wetter is allowed.
- 42.) Radio contact to or from the driver is not allowed, except for BCRA approved one-way communications from Official to Driver.
- 43.) The use of onboard data acquisition systems (computers) is illegal. Exception: fuel pressure, oil pressure/temp., engine coolant temperature, and tachometer gauges are allowed. A **Tachometer** in working order is mandatory in order for the checking of the maximum RPM for Specific engine combination.
- 44.) Adding weight – Paint weight(s) white and put car # on each weight. All weight must be bolted to the car within the frame rails of the car and between the front and rear axles.

Cage & Body Specifications

- 1.) Full cages are mandatory.
- 2.) No bolt on cage.
- 3.) Material 1.25" O.D., recommended .095" wall thickness; absolute minimum .083" wall thickness.
- 4.) Material to be 4130 tubing or equivalent.
- 5.) No butt weld or sharp bends allowed.
- 6.) All corners must be gusseted.
- 7.) There should be a minimum of 2 inches from the bottom of the top rails of the cage to the top of the helmet with the driver seated and safety belted in the car. Any car that does not have a sufficient clearance may not be allowed to run. The Referee's decision will be final.
- 8.)
 1. Right and Left side cockpit body panels may be a maximum of thirty-six (36) inches high as measured from the bottom frame tube at rear motor plate and projected rearward twenty-three (23) inches with a minimum eight (8) inches vertical opening from the afore mentioned point forward, including side visor.
 2. Side visors on roll cage will be limited to eight (8) inches tall.

3. Panels attached to nerf bars will not be permitted.
4. All paneling must not extend past edge of frame rails more than thickness of material.
5. A 1" turnout is allowed on all body panels and sail panel edges, except for the sun visor.

TIRES:

TIRE RULES: Hoosier or American Racer allowed

13" diameter wheels only (8" left rear maximum width and 10" right rear maximum width)

FRONT TIRES: Hoosier – 7"x 13" **D12 or D15** or American Racer – 7"x 13" **SD-38**

LEFT REAR: Hoosier 10"x 13" **D12 or harder** or American Racer 10"x 13" **SD-38 or harder**

RIGHT REAR: Hoosier 12"x 13" **SP3** or American Racer 12"x 13" **SD-48**

****Bleeders are allowed**(bleeders cannot be controlled remotely)**

****Tire softening solvents are not allowed, softening of tires is prohibited****

Note: Any solvents or chemicals applied to the tires that have the effect of altering tire durometer will not be allowed. BCRA reserves the right to check by durometer any tire at any time on any car. Any tire showing a significantly different durometer reading from other like tires at a specific event may be disallowed by decision of the Referee.

BCRA Midget Racing Events



EVENT FORMAT QUALIFYING: All Formats are based on a 20 car field for the Main event. Formats are subject to change based on car counts and time restraints

QUALIFYING:

Fast time	10 bonus points added to heat race points
2nd quick	5 bonus points added to heat race points

Heats:	17 or less cars	2 Heats
	18 to 29 cars	3 Heats
	30 or more cars	4 Heats

Fastest qualifier starts 4th in first heat, second fastest starts 4th in second heat and so on. After the top 4 of each heat has been filled, remaining cars will fill starting at 5th and on until the field is filled. Top **16** in points after Qualifying and the heat races will transfer directly to the A main event.

Semi (B) Main: Lineup will be based on qualifying and heat race points, High point non transfer starts on pole and so on. – Top 4 transfer to rear of Main Event

Main Event: Initial Main event lineup will be based on heat race finishing points, as shown on the attached chart, and the accumulation of qualifying bonus points.

After all heat races are ran, Highest Point Driver will pull a pill for the main event invert. The pills will consist of a 0, 4, 4, 6, 6. After the inverts positions have been filled the remaining field will be filled in order of points earned. In the event of a tie in points, the car starting in the earlier heat has the tie breaker.

EVENT FORMAT PILL DRAW: All Formats are based on a 20 car field for the Main event. Formats are subject to change based on car counts and time restraints

PILL DRAW: Will be used when there is no qualifying

Heats:	17 or less cars	2 Heats
	18 to 29 cars	3 Heats
	19 to 30 or more cars	4 Heats

Lowest pill starts on the pole of first heat, next lowest on pole of second heat and so on. The chart below will be used to accumulate points from the heat race finishes to set up the initial

main event line up. Top 16 in points after the heat races will transfer directly to the A main event.

Semi (B) Main: Lineup will be based on heat race points, High point non transfer starts on pole and so on.
– Top 4 transfer to rear of Main Event

Main event: Initial Main event lineup will be based on heat race finishing points, as shown on the chart below.

After all heat races are ran, Highest Point Driver from the heat races will pull a pill for the main event invert. The pills will consist of a 0, 4, 4, 6, 6. After the inverted positions have been filled the remaining field will be filled in order of points earned. In the event of a tie in points, the car starting in the earlier heat has the tie breaker.

	Start	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th
Finish													
1st		100	105	110	115	120	125	130	135	140	145	150	155
2nd		91.5	93	98	103	108	113	118	123	128	133	138	143
3rd		83	84.5	86	91	96	101	106	111	116	121	126	131
4th		74.5	76	77.5	79	84	89	94	99	104	109	114	119
5th		66	67.5	69	70.5	72	77	82	87	92	97	102	107
6th		57.5	59	60.5	62	63.5	65	70	75	80	85	90	95
7th		49	50.5	52	53.5	55	56.5	58	63	68	73	78	83
8th		40.5	42	43.5	45	46.5	48	49.5	51	56	61	66	71
9th		32	33.5	35	36.5	38	39.5	41	42.5	44	49	54	59
10th		23.5	25	26.5	28	29.5	31	32.5	34	35.5	37	42	47
11th		15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	30	35
12th		6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	23

