



2026 RULES AND REGULATIONS

Lightning Sprint Division

BCRA MISSION STATEMENT

The mission of the BCRA 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

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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

Lightning Sprint Owner/Driver - \$150

Lightning Sprint Owner - \$150

Lightning Sprint Driver - \$150

Associate - \$60

(All members are subject to BCRA board approval)

B) AGE REQUIREMENTS

Age: BCRA will allow drivers beginning at age 13 to participate in the BCRA Lightning Sprint Division. The driver must be age 13 at the time they first participate in an event. Drivers and car owners under the age of 16 will not have voting privileges with BCRA.

Any BCRA driver, under 18 years of age, must have a notarized parental release form on file with the BCRA business office or provide BCRA with legal documents that indicate the driver is legally emancipated.

The BCRA Board of Directors reserves the right to refuse any person the right to compete in a BCRA sanctioned event for any reason. And, participation by any driver under the age of 18 is subject to the approval of each individual race track.

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

Any BCRA Board of Directors member who participates in any conflicting race with any BCRA race must resign from the Board of Directors. (This includes open or sanctioned)

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 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 pill draw/entry fee will be enforced for all non-members. These rules do not apply to co-sanctioned races with CLS. CLS memberships are accepted as members, but do not receive BCRA points.

F) ADMISSION TO PIT AREA

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

G) ENTRY FEES

A \$25 pill draw/entry fee per car will be charged by BCRA member at each race, in addition to any gate fees, and/or required non-member fees. A \$50 pill draw/entry fee will be enforced for all non-members.

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 March 31st. 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

registered 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 March 31. The number 1 is reserved for the prior year's car owner champion. Any BCRA car owner may have an unassigned number as his permanent number. Exception: Car Number 1 is not permanent, and is available to the previous year's car owner champion. If a car owner elects to use the number 1, they retain their permanent car number and it cannot be used while the car owner exercises his option of the number 1. Any letter used in combination with a number must be legible. All numbers must be on by first race.

All numbers shall be of a contrasting color than the car or mounting surface where applied.

Location of number and size shall be as follows:

- a) Tail tank – Minimum of 2" wide and 12" high per number on each side of the tank.
- b) Nose of the car – Minimum of a 6" high per number in the center of the nose of the car.
- c) Wings – Minimum of a 2" wide and 12" high per number on the right front top of the wing or on the outboard sides of the sideboards.

Any 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 they were unfairly penalized by a BCRA official can appeal their fine or penalty at the next BCRA Board of Directors meeting in person. A request to appear before the Board of Directors must be made to the BCRA President at least three (3) days prior to the Board of Directors meeting. BCRA Board of Directors meetings are held on the second Tuesday of each 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, their pit personnel, or their guests. 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.

M) DISQUALIFICATION POLICY

Any car/ driver found to be illegal or disqualified will receive no points or pay for that event i.e.; heat race / dash/ main whichever the infraction happened in.

Authority of The Board of Directors: 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 of Directors will be final and communicated to the offenders.

N) OFFICIALS:

Officials reserve the right to make changes due to unforeseen circumstances or for safety reasons.

Officials reserve the right to judge whether a part or car is illegal

Officials' decisions are final.

Chief Referee:

The Chief Referee is the final authority in:

- All race formats and procedures
- Interpretation of rules of Competition
- Levying any penalties
- Technical and Safety inspections
- Technical Area management
- Mitigating race results protests.

Pit Steward

The Pit Steward is responsible for:

- Establishing qualifying order
- Qualifying cars
- Establishing race line-ups
- Recording race statistics Signing in cars and drivers

RULES OF CONDUCT

A) COOPERATION WITH OFFICIALS

All pit crews and drivers and officials must cooperate at all times to help put on a good show.

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, Including Facebook, Twitter/X, Instagram. Any member who knowingly 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.

No driver may get out of their car on the track unless the safety official has indicated it is safe to do so. Any driver that gets out of their car and goes up to another car on the track without a safety official indicating it is safe to do so, may be suspended by the track officials or by the BCRA Board of Directors.,

C) UNBECOMING CONDUCT

Any driver, car owner, pit person, or guest, who at any time uses improper language to working officials may be immediately reprimanded, expelled from the track, or subject to a fine and/or suspension. Unbecoming conduct in front of the audience will be cause for suspension and/or fine.

Any driver, car owner, pit person, or guest, who at any time shoves, jostles, shakes, strikes, attempts to strike, or takes any action intended to cause injury to anyone will be fined up to \$250 and/or suspended for up to one year and in addition to any other penalty imposed will lose 50 driver AND owner points.

Any driver, car owner, pit person, or guest, who at any time enters into the pit area of another in an angry manner, using obscene language or gestures towards another will be fined up to \$100 and/or suspended for up to 30 days, and in addition to any other penalty imposed, will lose 25 driver AND car owner points.

Any car or crew distracting from the appearance of the show, or anyone under the influence of alcohol or other drugs shall not be allowed to compete in the race or be in or about the pit area.

Drinking of alcoholic beverages will not be tolerated in any manner until after the complete racing program is over.

No guns or other weapons will be allowed on any person at the track or at any organization activity.

Violation of this rule carries a \$100 fine and/or a 30-day suspension, except as noted above.

D) DRIVERS MEETING

The Chief Referee will hold a pit meeting at every BCRA event. All drivers must attend the Drivers Meeting. Failure to attend the Drivers Meeting can result in a fine or suspension from that night's competition. 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. □
- Work area

RACING RULES

A) 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 Flag: Start of Event.

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

Yellow and Red Flag: Complete Restart.

No start, line up again. All cars that stop will be put to the rear of the line.
(See Section K)

Yellow Flag: Caution

CARS WILL NOT RACE TO THE YELLOW FLAG. 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. Any driver, who gains any position in a race while under the caution flag, shall be penalized two positions for each position gained, at the end of the race.

Split Yellow Flag:

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 Flag:

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 or 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, loss of point(s), 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 of competition 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 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 completed and final positions revert to the previous lap.

In case of a 'split yellow' the split yellow rule applies as to finishing positions.

Checkered Flag: End of event.

You must finish under your own power.

The checkered flag, not the number of laps, determines the end of the race. The number of laps does not determine the event.

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.

B) 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.

C) QUALIFYING

Pill draw will determine the qualifying order. Qualifying will be two (2) laps in a row. Group qualifying may be used at the discretion of the track and/or the BCRA official. Any car not ready to qualify in its position may lose one of its laps. If the car is over the decibel (db) limit, the car may not be allowed to re-qualify. Re-qualifying will be allowed only when the other cars are through qualifying and there is time to re-qualify the car. A qualified car cannot be re-qualified.

A car that is determined to not have participated in wheel packing will be limited to 1 lap in qualifying.

In the event a car shows up late and does not make qualifying, the car may start at the rear of a heat race if there are no more than ten cars in that heat. If 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.

D) SPEEDING IN PITS

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

E) INEXPERIENCED DRIVERS

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

F) ROOKIE DRIVERS

A rookie driver is one who has no prior Lightning Sprint, Midget or Sprint Car experience with any organization. **The referee will watch the driver in hot laps or heat race to determine whether or not they are a rookie.** A driver interested in running for rookie of the year must declare it at the first race entered.

A driver with prior racing experience in other types of racing must notify the Board of Directors of their intentions to run for rookie of the year for approval. All rookies must attend driver orientation before being allowed to compete. All rookies will also start at the rear of all events until the Referee recommends them ready for competition

Any driver who has competed in three (3) or fewer Lightning Sprint races with BCRA may be considered for Rookie of the

Year. Rookie drivers must run with a yellow "rookie flag" attached to the upper rear roll cage. Cars driven by rookies will have a yellow painted/taped rear bumper/nerf bar for the duration of their rookie year. Rookie flags may be removed after the rookie driver has completed one full night's racing program, and only at the discretion of the Referee.

G) SUBSTITUTE DRIVERS

One car registered per driver per event. No Substitutions will be allowed after the first green flag of competition. Competition defined as qualifying, or in the event of a Pill Draw, the first heat race.

H) RE-ENTERING THE RACE TRACK

Any car re-entering the racetrack 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 scored for that event.

I) VACANCY IN LINEUP

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. **Track Scorer Supersedes this rule and may cross up the field.**

J) 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.

K) 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.

L) EXCESSIVE SPINNING OR STOPPING

Any car involved in two incidents that cause a race caution or stoppage will be removed for that event. First incident, that car will be placed at the rear of the field. (Involved=any car that causes or is deemed to be the cause of a yellow or red flag condition will be considered involved.)

M) INSPECTION AFTER ACCIDENT

If a car damages its wing in a crash/collision that damages the wing to the point of being unsafe, it will not be allowed to resume with the damaged wing; however, the damaged wing can be removed and the car return to the event in which the wing was damaged.

N) ROUGH DRIVING

Deliberate and/or intentional acts of negative driving behavior (deliberate hitting & spinning) will not be tolerated at any time or any place. Violators will be automatically suspended for that race. The Board of Directors will review further disciplinary action.

O) EXCESSIVE SMOKE, OIL, OR WATER

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

P) MUFFLER SYSTEM

All cars must complete all racing events, qualifying, heat races, trophy dashes, and the main event with a working muffler as the manufacturer intended (attached/not altered as to lessen its noise suppressing ability in any way) Or it will be disqualified. A Car/Muffler can be repaired to run any remaining races at that event. If a Muffler falls off during any racing events, that car will be black flagged.

Q) NOISE REQUIREMENTS

No BCRA Lightning sprint will exceed 95db as measured by a BCRA or track official.

R) PROTESTS

Any BCRA driver or car owner may protest any finishing position by making a protest in writing and depositing \$75 with the Pit Steward. 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 purse or awarded points until the protest has been settled.

Finish position protests **must** be made within 30 minutes of the posting of the race results on the line up board after the main event

Any BCRA owner or driver may only protest a car's bore & stroke. The protester must deposit \$200 and a signed request with the pit steward within 30 minutes of the completion of the racing program. Time of event final race posting will be noted at Pit Board – 30-minute time limit starts from time of posting.

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 the entire nights racing event. The guilty car owner may also be fined, suspended, or both. If the car is found to be legal, the \$200 will be paid to the owner protested.

S) 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

T) 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.

U) LINE-UPS: See event formats starting on page 24

V) POST-RACE TECHNICAL INSPECTION

The top four (4) cars must go to the designated technical inspection area immediately after the main event, or be disqualified.

The technical inspection area is loosely defined as having a perimeter of ten feet by ten feet (10' x 10') from the cars in the technical inspection area. While cars are in the technical inspection area, there shall be no more than two (2) people associated with the car in the technical inspection area.

This will include the driver and one (1) crewmember. While the car is in the technical inspection area, no person shall work on or alter the car from the condition it left the racetrack, if a person is found to be working on or altering the car, that car shall be disqualified.

Tech inspection will consist of checking of the overall weight for specified engine size and form of racing (wing or non-wing), the maximum width of the rear-end 66" with the driver in the car and tire compounds on all 4 corners. The official has the right to perform a more extensive tech inspection as necessary (compression and fuel).

W) TIRE CHANGE

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

X) STARTING OF EVENTS

All cars must start and take the initial green under their own power. A Car must start, engage clutch, put in gear and drive off under its own power. If the car is unable to start under its own power and requires a push start for any event (Qualifying, Heat race, Dash or Main Event), that car will be placed at the rear of the field. Cars who take the initial green flag under their own power, but need a push start once the green has been thrown will be allowed to maintain their position in the race.

Y) 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

BCRA requires both cars and drivers to be equipped with basic safety equipment. Required safety equipment must be properly installed, in good working order, and in use at all times.

All race cars and drivers are subject to frequent random safety inspections. BCRA Officials reserves the right to disqualify a car and/or driver from competition for failure to comply with safety regulations.

A) DRIVERS EQUIPMENT

1. **All drivers must run one-way radios and transponders at all races.**
2. **Only Snell SA2020 or better helmets may be worn**
3. All drivers must wear an approved SFI5 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 Recommended.
9. SFI approved neck braces are mandatory. Approved Head and Neck Restraint Systems Meet This Requirement. The use of a Head and Neck Restraint is recommended.
10. A full containment seat is recommended but not mandatory, Left and Right side head nets are mandatory on all cars not using a full containment seat & will be approved by the referee. 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 a safety type glass. Contact lenses not recommended because of dust and foreign material.

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 5 lb. dry powder fire extinguisher in his or her pit area.

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 of a driver or other person injured in a crash. Please wait for an official or ambulance attendants 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 driver. Consider it your duty to help keep people who do not 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 unusual, or not attainable by the majority is to be considered not approved or permitted. The Board of Directors must approve such new items.

A) CHECKING OF ENGINES

All cars must comply with BCRA engine specifications and are subject to technical inspection prior to, during, and/or following any event.

Each driver or car owner must report the size of the engine installed in their car prior to the first race the car is in competition. If an engine change is done during the year, the driver or car owner must report the change of the engine and/or size to the Pit Steward who will keep the records of the reported engine sizes. If a driver or car owner fails to report the engine size, then engine size will be considered to be 1200cc.

Reporting a false size or misrepresentation of the engine size (small group declared) will result in the following penalties: First time penalties will include a fine of \$100 with a loss of points, and money from that night's racing event. Subsequent offences will include a fine of \$200, loss of points, and money from that night's racing event, and a 30-day suspension.

Owners and/or drivers refusing to allow his/her car to be checked, or leaving the track after being told of intent to check, shall be considered to be in violation of this rule. First time penalties will include a fine of \$100 with a loss of points and money from that race. Subsequent offences will include a fine of \$200, loss of points and money from that race, and a 30-day suspension.

Compression Rule/Test: The DOC has the right to check any motor through a random compression test at any time during an event. Driver or crew member must pull one spark plug (cylinder designated by DOC) and install test equipment. The DOC must review test and document. During test of compression motor must turn over at same speed as it does when starting with the butterfly's open. Any motor not turning over at normal speed during test will have one additional try to meet requirements. (Battery charger may be used if battery life is found). If any type of switch or device found to alter voltage to starter and or battery which changes the speed of the motor turning over that

car is automatically disqualified. MAX compression is 250lbs. Failure of a driver to present his/her car to the impound area prior to returning to his/her pit area, will be disqualified. Any team found to have more than their designated crewmembers in impound area will be assessed a penalty, voted on by the BOD.

If the motor is found illegal, the first time penalties will include a fine of \$100 with a loss of points, and money from that night's racing event. Subsequent offences will include a fine of \$200, loss of points, and money from that night's racing event, and a 30-day suspension.

B) ENGINE SPECIFICATIONS

1. TYPE

A stock motor is a production, 4-cylinder, self-starting street motor, produced for and procured from a USA street-legal motorcycle. Any INLINE 4 cylinder 1000cc, normally aspirated, production motorcycle engine may be used. Engine model must be in production for two full calendar years prior to use. No limited production engines will be permitted. No current year production engines allowed. Serial number must be clearly identifiable.

1200cc Exception: Only the 2000-2005 ZX12R 1199cc, normally aspirated, production motorcycle engine will be the exception. No internal modifications will be permitted. No limited or other production engines will be permitted.

All engines must run stock OEM parts or replacement parts of the same factory configuration. Pistons, rods, crankshaft, and camshaft. (Slotting of the cam is allowed). All engines must run all transmission gears. Engines may run an aftermarket ignition system, and may run an electronic fuel injection, a mechanical fuel injection, or carburetors.

2. ENGINES

- A) Engine must remain stock in stroke. No 2mil overbore.
- B) Any aftermarket ignitions, exhausts, carburetors, and cam chain tensioner and oil pans are permitted.
- C) Mechanical or electronic injection allowed with either methanol or gas.
- D) All replacement parts are to be replaced with original factory 48 State replacement parts or aftermarket parts of same factory configuration. However, mixing of some parts for same name engines may be accepted. In no way can mixing or matching of parts be performance enhancing.
- E) No internal modification of the engine, clutch or transmission including, removal, grinding, filing, or altering of ports is permitted. With the following exceptions: the counter balancer may be removed, slotted cam gears and weight 8 matching of rods (one rod must be untouched). Barnett fiber clutch plates, additional or heavier springs may be used.
- F) Removal of carbon deposits in ports is permitted. No removal of head material and/or modification of valve seats. Stainless valves may be used.
- G) No milling of the cylinder head, with the exception of cleanup purposes only. A .020 maximum of head cleanup allowed. This cannot result in compression limits above the established figures. Additional removal must be compensated by adding base gaskets to resume compression.
- H) Gap less rings (total seal) may be used on the 2nd groove only.
- I) Dry Sumps are allowed, the oil pick-up can be relocated in the crankcase, to facilitate circle track conditions.
- J) No Superchargers, turbos or nitrous oxide systems allowed. All engines to be naturally aspirated only.

4) CLUTCH

All cars must have a full functioning clutch. (Car must start, engage clutch, put in gear, and drive off under its own power) If the car is unable to start under its own power and requires a push start for any event (qualifying, heat race, dash or main event), that car will be placed at the rear of the field. (Cars who take the initial green flag under their own power, but need a push start once the green has been thrown will be allowed to maintain their position in the race.)

C) 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. Gasoline (112 octane maximum) or 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.

CHASSIS, BODY, AND RUNNING GEAR SPECIFICATIONS

A) Weights:

Wing Races:

1000cc motors must weigh a minimum of 950 lbs. (Methanol); 925 (Gas)
1200cc motors must weigh a minimum of 1025 lbs. (Methanol); 1000 lbs. (Gas)

Non-wing Races:

1000cc motors must weigh a minimum of 925 lbs. (Methanol); 900 (Gas)
1200cc motors must weigh a minimum of 1000 lbs. (Methanol); 975 (Gas)

B) WHEEL BASE

Front-to-back 65 inches minimum and 75 inches' maximum allowed. Maximum rear end width 66".

C) FINAL DRIVE: Chain drive only! Titanium rear axles or sprockets are not allowed. All cars must have a chain guard of 1/16" stainless or 1/8" aluminum minimum. All chain guards must be securely fastened to car.

D) BODY

A midget style hood and tail tank is required. No rudder type panels past the rear of cage.

E) WINGS

- A.) The top wing surfaces shall not exceed 16 square feet.
- B.) 30"x54" or 28"x56" maximum side boards.

- C.) Cockpit adjustable wing sliders will be limited to one wing slider. The slider will be controlled directly by driver input.
- D.) No wickerbill over 3", adjustable wicker bill ok.
- E.) Nose wing allowed. Nose wing surface will be a maximum of 4 square feet. 12" sideboard height maximum.

F) STEERING

No go-kart style steering allowed! Must have padding in knee area of steering.

G) FIREWALL

All cars must have a firewall between cockpit and the motor compartment. .035 minimum material thickness allowed!

H) HEIM JOINTS

All heim ends if steel must be 7/16" shank and ball minimum or 5/8" if aluminum on all steering components.

I) HOSES AND LINES

No plastic fuel, oil or brake lines allowed
Fuel lines must use push lock or AN type fitting

J) COOLERS

Radiators or oil coolers mounted on the cage or in the driver's compartment not allowed.

K) FUEL SHUT OFF (ELECTRIC PUMP)

- A) Oil pressure activated fuel shutoff mandatory, and/or stock tip over switches on new EFI motors.
(Switch must shut off fuel pump when engine ceases operation)
- B) No secondary or bypass switches allowed.
- C) Momentary switches (push button type) ok.
- D) All cars must have a fuel shutoff within reach of the driver while belted in.

L) TAIL TANKS

No metal fuel tanks allowed. All tail tanks are required to have bladders. JAZ type plastic tanks are acceptable. Tail tanks will be mounted within chassis tubes and secured with minimum 3/8" grade 5 bolts. Hard cell tanks must be strapped and bolted. A midget style shell concealing the tank is required. "Hard Cell" tanks must have a FIA or SFI safety rating. No open vents.

M) ADD ON WEIGHTS

All add on weights must be attached with a minimum of two 5/16" grade 8 bolts with washers and Nylock® type nuts. All weight must be mounted between the fire wall and the front of rear axle. Add on weight or ballast should be painted white and marked with car number for proper identification. Adding lead seat weights is allowed. Any add on weight that falls off a car and is found on the track during a racing event will cause that car to be disqualified for that event.

N) TRANSMISSION

Full Transmission must be in working order. All 6 gears must be identified.

O) TRANSPONDER MOUNTING

Transponder must be mounted on the right rear downtube in between the upper and lower rear bumper spuds

P) SHOCKS & WEIGHT JACKERS

Cockpit adjustable shocks and weight jackers are allowed.

CAR SAFETY RULES

1. All cars must have a nerf bar on each side. Nerf bars cannot extend outside of the rear tire plane no more than 2" past the tire. No part of the car or engine may protrude beyond the nerf bar except the tires and wheels.
2. All front axles chrome moly only.
3. All cars must have a throttle toe strap.
4. No rear engine cars.
5. No rear view mirrors.
6. Aluminum pitman and steering arms are allowed. They must be one piece, un-welded and a web thickness of 1/2" minimum. All lightening holes to be approved by technical committee.
7. No welded aluminum frame structures will be allowed.
8. All cars must be equipped with a 5-point belt system securely fastened to the frame. No Y-type shoulder harness allowed. For the purpose of determining age of belts, a belt is allowed to run in the year it was manufactured, plus two years. BCRA recommends that car owners and drivers replace their belts as often as described by the manufacturers, and every time the vehicle is involved in a hard crash or flip.
9. Minimum belly pan is from the firewall to the front of the seat.
10. Cars must be equipped with front and rear bumper. Rear bumper is mandatory at all times.
11. All cars must have one throttle return spring to the throttle pedal and one return spring on the throttle shaft. (Must be able to disconnect the throttle linkage and have motor return to idle)
12. Steering wheel must be of the flexible spider type.
13. No oil coolers can be mounted outside the body.
14. A positive kill switch is required on all cars. All kill switches must have a clearly marked label indicating OFF/ON
15. Body side panels must start at the firewall and extend to the front side of the driver's seat minimum.
16. All cars must be equipped with a hood.
17. All cars must have a suitable braking device. Hydraulic brake mechanism on the rear axle.
18. All cars must be of the open wheel open cockpit type. The car's body and fuel tank must be mounted on the centerline of the chassis.
19. All anti-freeze used must be biodegradable.
20. Radio contact to or from the driver is illegal.
21. At the start of each event cars must have a "safe" wing
22. **ALL WING COMPONENTS MUST BE REMOVED FROM THE CAR WHEN RUNNING NON WING**
23. Drag-link tethers are mandatory. It is recommended that one end of the draglink tether to be mounted above the drag-link.
24. Front rock guard for driver's compartment is mandatory.

CAGE SPECIFICATIONS

1. Full roll cages are mandatory.
2. No Bolt on cages.
3. 1.25" O.D. x 0.083" chrome-moly material is to be used. Recommended 0.095" wall thickness; absolute minimum 0.083" wall thickness.
4. No butt welded or sharp bends allowed.
5. All corners must be gusseted.
6. The top side bars on the cage must be padded and there must be a pad behind the driver's head, attached to the cage. All roll bar padding must be designed for roll bars. Exception: Cars that have full containment seats.
7. Material to be 4130 tubing or equivalent.
8. There must be a minimum of 2 inches from bottom of top rails of cage to top of helmet with the driver seated and safety belted in car. Any car that does not have a sufficient clearance will not be allowed.

TIRE RULES: Hoosier or American Racer allowed

13" diameter wheels only (10.5" left rear maximum width and 12.5" 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****

FORMAT: PILL DRAW

Pill Draw: Drivers will draw for starting positions in a heat race. Lowest pill starts 1st in heat one and so on.

Heat Races:

20 or less cars: 2 heats

21-30 cars: 3 heats

31 or more cars: 4 heats

Top 16 in points from the heats will transfer directly to the feature, starting straight up. (amount of locked in cars can change due to car count.) If no B-main the remaining cars will be lined up based on heat race points.

B-Main: Drivers in points position 17 through the balance will line up the B-main, with 4 or 6 cars transferring, depending on starting field size.

Feature: The “High Point Driver” will draw a 0, 4, or 6 to determine the first 3 rows. Rows 4 to 8 will line up straight up based on points, with the B-main transfer cars starting straight up by finish.

Heat Race Points:

1 = 61

2 = 58

3 = 56

4 = 54

5 = 52

6 = 50

7 = 48

8 = 46

9 = 44

10 = 42

(Passing points: 1 pt. per position added to your finishing position points)

FORMAT: QUALIFYING

Qualifying: Drivers will draw for Qualifying order.

Heat Races:

20 or less cars: 2 heats (6 invert)

21-30 cars: 3 heats (4 invert)

31 or more cars: 4 heats (4 invert)

Top 16 in combined points from qualifying, and heats will transfer directly to the feature, starting straight up. (amount of locked in cars can change due to car count.) If no B-main the remaining cars will be lined up based on combined points from qualifying and heat race.

B-Main: Drivers in points position 17 through the balance will line up the B-main, with 4 or 6 cars transferring, depending on starting field size.

Feature: The “High Point Driver” will draw a 0, 4, or 6 to determine the first 3 rows. Rows 4 to 8 will line up straight up based on points, with the B-main transfer cars starting straight up by finish.

Qualifying Points:

1 = 80	18 = 43
2 = 76	19 = 41
3 = 73	20 = 39
4 = 71	21 = 37
5 = 69	22 = 35
6 = 67	23 = 33
7 = 65	26 = 27
8 = 63	24 = 31
9 = 61	25 = 29
10 = 59	27 = 25
11 = 57	28 = 23
12 = 55	29 = 21
13 = 53	30 = 19
14 = 51	
15 = 49	
16 = 47	
17 = 45	

Heat Race Points:

1 = 61
2 = 58
3 = 56
4 = 54
5 = 52
6 = 50
7 = 48
8 = 46
9 = 44
10 = 42

Passing points: 1 pt. per position added to your finishing position points)