



BCRA
2023 RULES AND REGULATIONS
Midget Division

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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

Driver & Owner - \$150 Owner/Drive - \$150 Vintage Owner/Driver - \$125

Associate - \$ 60

(All members are subject to BCRA board approval – Add \$25 if signing up after March 1)

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 fifteen (15) years of age for the Midget Division and at least fourteen (14) years of age for the Midget Lite Division.

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

BCRA will have a "Provisional Driver" designation for drivers under the respective ages for both the Midget and Midget Lite Divisions. 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. Non-member car owners will have their purse payout reduced by \$50.00, and 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, and 50% of the non-member reduced purse fees deducted in the current year can be applied towards the current year membership. If a non-member driver is driving for a member car owner, the non-member reduced purse is waived, however, the three race maximum, as a non-member, still applies to the driver.

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

A \$25.00 entry fee per car will be charged for each race, in addition to any gate fees, and/or required non-member fees. These 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, firstserve 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 Tuesday 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.

All owners and/or users of three-wheel or four-wheel (Quad) vehicles used at BCRA events in the pit area shall have on file with the BCRA Business Office, and readily available upon request from any BCRA official, a current copy of proof of registration and insurance for said vehicle. Failure to provide this information can result in the loss of the privilege to use the aforementioned vehicle at that BCRA event. The privilege of use of the three-wheel or four-wheel (Quad) vehicle will be suspended until the owner provides the required information to both the BCRA Business Office and the BCRA Referee.

Two-wheel vehicles: Two-wheel vehicles (motorcycle, bicycle, scooter, or other powered or nonpowered two-wheel vehicle) are banned from the pit area. The referee will be responsible for monitoring and policing this ban. Drivers who violate this policy will be subject to a loss of 30 driver points per infraction. Car owners who violate this ban and bring two-wheel vehicles into the general pit area, or allow two-wheel vehicles in their specific pit area will be subject to a loss of 30 car owner points per infraction.

Note: The BCRA Board of Directors recommends that BCRA members and guests refrain from bringing two-wheeled vehicles to BCRA sanctioned or co-sanctioned events.

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

RULES OF CONDUCT

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 restart area
- Any changes in the standard program
- Any precautionary, safety, etc., items the race officials may want to expound 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.

Qualifying

Numbers shall be drawn to determine the qualifying order. Qualifying will be two laps in a row. Unless the track request 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.

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 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 allowed to join the event.

Vacancy in Line-up

In the event of a vacancy in the field occurring after the cars have been called to staging, all cars in that row will move up.

In the event that there is a vacancy in the field occurring before the cars have been called to staging, the vacancy will be filled as follows:

- If there has been a semi-main event, the main event vacancy will be filled by the highest placing car in the semi who did not transfer to the main event
- If there was no semi-main event, then the highest qualifying car not in the main event will fill the main event vacancy. - All cars behind the vacancy will move up.

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, sent to the rear of the field, or set back at the end of the event. 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. Any car making changes or adjustments must pull off the racetrack into a safe area away from the racing surface.

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 on the initial lap will be put to the rear. This counts as one stop. Otherwise, restarts will be single file and cars must stay single file until they have passed the cone on the front straightaway, or in the absence of the cone the start-finish line. Any car hitting the cone or going inside the cone will be either set back two (2) positions or sent to the rear of the field at the referee's discretion. The penalty can be assessed immediately, assessed during the next caution or assessed at the end of the event.

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 twostop/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, 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., blackflagged).
- 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.

Season Long Championship Point system

Pos	Qual		Heat	Semi	Main		Pos	Semi	Main		Pos	Main
1	10		10	20	60		11	10	40		21	20
2	9		9	19	58		12	9	38		22	18
3	8		8	18	56		13	8	36		23	16
4	7		7	17	54		14	7	34		24	14
5	6		6	16	52		15	6	32		25	12
6	5		5	15	50		16	5	30		26	10
7	4		4	14	48		17	4	28		27	8
8	3		3	13	46		18	3	26		28	6
9	2		2	12	44		19	2	24		29	4
10	1		1	11	42		20	1	22		30	2

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

2.) Passing points are awarded **from original posted** Main Event starting position as follows.

1 point awarded for each car passed. Formula = Start position minus finish position = number of cars. Example = start 17, finish 3rd = 14 cars x 1 point = 14 points.

- a. If a car does not qualify, it will not receive Main Event passing points.
- b. If a car **elects** to start at the rear of the Main Event lineup, or is placed at the rear of the Main Event lineup in accordance with rules, it will receive passing points based on its original Main Event starting position.

- 3.) 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.
- 4.) A car must take the original green flag to be scored.
Note: In the event a qualified car is pushed off for the main event but does not take the green flag it will be paid for last place money, but will not be awarded points.
- 5.) If during the season a car is replaced, retired or sold, the points earned by the old car will be carried forward to the new car, provided the new car runs the same number as the old car did at its first race of the year. The old car will be allowed to race, but with a new number, and no points will carry over from the previous number.
- 6.) The car owner and the driver will be awarded a maximum of 25 appearance points for any event when their car starts and runs at least one complete hot lap under green flag, or completes at least one lap under green flag in any one of the race events (trophy dash, heat race, semi-main or main.) This will not be in addition to any points earned in an event.
- 7.) The car owner will receive 5 bonus car owner points when a car is pre-registered by the pre-registration deadline.

Line-ups

Heat Race: Line-up will be determined by qualifying times or pill draw. (See Race Format Addendum at end of rules.)

Semi-Main Event: Line-up will be straight up, fastest qualifiers or top point earners on the front row with decreasing qualification/point accumulation positions in subsequent rows.

Main Event: Line-up will be determined by the points earned in each heat race finishing position and passing points, and top 5 cars in qualifying. In the event two cars tie in total points, the tie breaker is determined by which heat they ran, the first heat is considered first, second heat second and so on. If two cars are in the same heat with the same total of points, the car with the most passing points earns the tie breaker. Cars must take the green flag in a heat race to get its starting position in main event. See Main Line-Ups page at the end of the rule book.

Post-race technical inspection

The top 3 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 SA2010 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 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.
12. Drag-link tethers are mandatory.

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 doctors 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

1. Pushrod Type Engines

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

Maximum of 174 CID (2852cc)

Maximum RPM 8700

- b. Fontana (Rhino) sealed spec engine.

Maximum of 200 CID (3278cc)

Maximum RPM (factory set and sealed) 7800 Must
Run MSD Ignition #6214

- c. 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)

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

Toyota Engine- Maximum of 166 CID (2721cc)

Maximum RPM 8700

- d. All other push rod engines, using billet blocks, **Non-Gaerte** or **Non-Mopar** blocks,

Maximum of 166 CID (2721)

Maximum RPM 8700

2. Single Overhead Camshaft Type Engines

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

Esslinger TST, ST, XT & RSI Only

Maximum of 161 CID (2639)

Esslinger BB7 Maximum 161 CID (2639)

Maximum RPM 10300

Mopar SR11 / SR11X

Maximum of 161 CID (2639cc)

Maximum RPM 10000

3. Double Overhead Camshaft Type Engines

- a. 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 9400 (probationary) Maximum Stroke 99mm (3.98")

- b. 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).

- c. Ecotec four cylinders, in-line, four valves per cylinder.

Maximum 146 CID (2400cc).

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

5. 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. Sever penalties will be issued to the entrant and engine builder if such devices are found.

EXCEPTION – Production block and head engines under 146 CID. 6. The preceding engine sized is maximum permitted. No clean up allowed.

7. 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.

C. Fuel

All Fuel must be standard grade methanol or ethanol. No Performance additives allowed. VP Fuels M-3 and M-5 are not allowed. Top End Lubes are allowed, provided the fuel meets the attached "METHANOL SPECIFIC GRAVITY TEMPERATURE CORRECTION TABLE", after the additive has been added to the fuel.

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:

- 1.) 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. For Co-Sanction races with USAC, the USAC Weight Rule applies.
- 2.) All pavement cars must weigh a minimum of 1100 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.
Exception: Ford Focus, and Ecotec cars will weigh a minimum of 1050 lbs, including water, oil, fuel and the driver

Dirt and Pavement Chassis, body and running gear specifications

- 1.) Wheelbase 66 inches minimum, 76 inches maximum allowed.
- 2.) The overall 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 outer side BCRA 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 or side wheel guards 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 Nerf bar. 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.
- 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.) All midgets racing with BCRA will be allowed to use a maximum 10" wide right rear wheel, 13" in diameter. Exception: Midgets that utilize an Ecotech or a Ford Focus engine, or are 174 CID VW or 132 CID Cosworth, or, on pavement only, are true combo cars as defined in Section D – Sub-Section 27a.) Page 16 below, may use a 12" wide right rear wheel. All three remaining wheels can only be a maximum of 8" wide and 13" in diameter
- 31.) **On pavement:**
 - a. will not be allowed to have a weight-jacker
 - b. will be allowed a break-bias cockpit adjuster
 - c. will be allowed **one** additional cockpit adjustment (shock or panhard slider)

Tires:

ALL BCRA DIRT SERIES CARS MUST RUN HOOSIER TIRES ON ALL FOUR CORNERS

Hoosier Dirt Tires

Position	Tire Size	Tire Width	Approx. Circ	Rim Width	Compound
Front	68.0/7.0-13	7"	68"	7-8"	open
Left Rear	74-80/10.0-13	10"	74-80"	8"	D12 or harder
Right Rear	82.0/12.0-13	12"	82"	10"	SP-2 or harder

Pavement Series BCRA Pavement Cars can run either Hoosier or American Racer.

American Racer Pavement Tires

Position	Tire Size	Tire Width	Approx. Circ	Rim Width	Compound
Front	20.0/8.0/13S	8.0"	64.0"	7.0-8.0"	M-28
Left Rear	21.5/10.0/13S	10.0"	68.5"	8.0"	M-28
Left Rear	9.8/22.0/13S	9.5"	70.0"	8.0"	M-28
Left Rear	22.5/10.0/13S	10.0"	71.0"	8.0"	M-28
Right Rear	23.5/10.0/13S	10"	74.0"	10.0"	131 or harder
Right Rear	23.5/12.0/13S	12.0"	74.0"	10.0"	131 or harder

Hoosier Pavement Tires

Position	Tire Size	Tire Width	Approx. Circ	Rim Width	Compound
Front	7.0/20.5-13	7"	65"	7-8"	MG5,6,7
Left Rear	10.0/22.5-13	10"	69"	8"	MG5
Left Rear	10.0/23.0-13	10"	70"	8"	MG5
Left Rear	10.0/23.5-13	10"	72"	8"	MG5

Right Rear	10.0/23.5-13	10"	73"	10"	760
Right Rear	10.0/23.5-13	10"	73"	10"	USAC Focus

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.

- 32.) A maximum of one new or used right rear (RR) tire will be allowed per car per BCRA sanctioned pavement event and it will be branded (registered.) At the first BCRA sanctioned pavement event where a car participates, two new or used RR tires will be allowed and will be branded (registered.) A car has participated in an event if the car has qualified. RR tires will be marked (registered) by BCRA officials. If the event is rained out before completion of qualifying, the registered tire(s) for that event will carry over to the next BCRA sanctioned pavement event where that car participates. Any registered RR tires will be allowed in qualifying and competitive races. If a RR pavement tire is defective or damaged, and the car does not have another registered RR, it will be evaluated by the BCRA Referee and, with his approval, replaced with a non-registered new or used RR tire, and the car will start at the rear of each race run with the non-registered RR tire.
- 33.) All cars must have a suitable breaking device. Copper tubing is not allowed.
- 33.) Only a conventional torque tube type driveline will be allowed, with a single universal joint in front. No CV joints will be allowed.
- 34.) All cars must be of the open wheel, open cockpit type. The engine must be covered with a cowling 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.
- 35.) All fuel must be contained in a single, conventional midget tail tank assembly located behind the driver and within the chassis frame rails.
- 36.) Cars utilizing inline engines are limited to a maximum 45 degrees layover (angle from vertical) as measured through crankshaft and or cylinder bore centerlines.
- 37.) 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.
- 38.) 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.
- 39.) 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.
- 40.) 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.
- 41.) 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.

- 42.) All engine coolant must be biodegradable. Water wetter is allowed.
- 43.) Radio contact to or from the driver is not allowed, except for BCRA approved one-way communications from Official to Driver.
- 44.) The use of onboard data acquisition systems (computers) is illegal. Exception: fuel pressure, oil pressure/temp., engine coolant temperature, and tachometer gauges are allowed.
- 45.) 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.) The topside bars on the cage must be padded and there must be a pad behind the drivers head, attached to the cage. (Except on Full Containment seats.)
- 9.) 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 aforementioned 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.

Offset rule

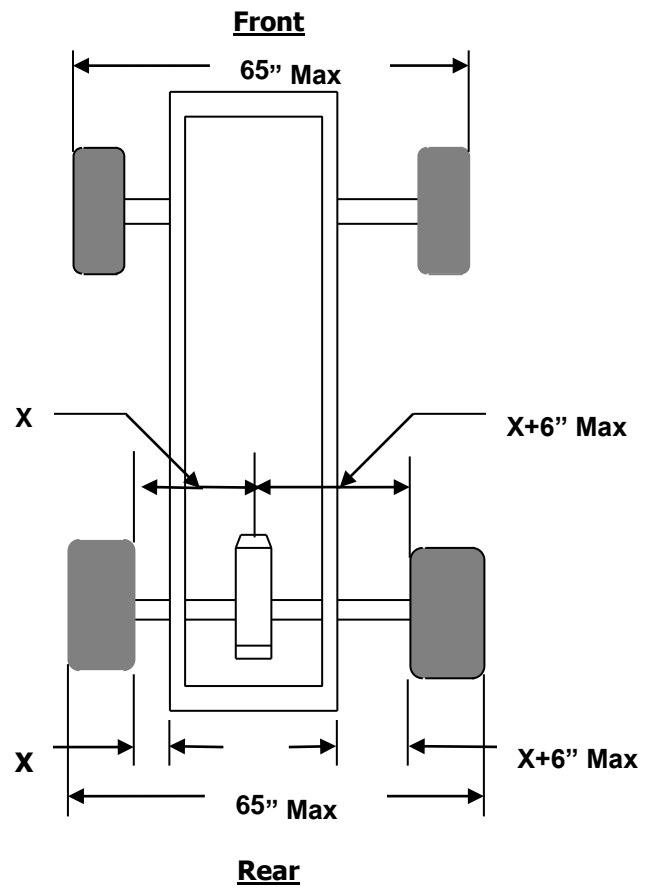
No offset rule on Dirt

Two methods of measuring will be used at the rear of the car.

- 1.) Measure from the center of the rear end to the inside of the rear wheel (bead edge).
- 2.) Measure from the frame rail to the inside of the rear wheel (bead edge).

The maximum offset will be 6". You may use either method. The maximum width measured from the outside to the other sidewall will be 65".

Front wheel offset is limited to a maximum of 5 1/2" (11 inches overall) as measured from the inside bead seats to the centerline of the chassis. The right front tire cannot be farther out than the right rear tire when the right rear wheel is set at maximum offset.



BAY CITIES RACING ASSOCIATION EVENT FORMATS

PILL DRAW Will be used when there is no qualifying

Main
Main event
lineup will
be based
on heat
race

Heats 17 or less cars 2 Heats finishing
18 to 29 cars 3 Heats points, as 30 or more cars 4 Heats shown on
Lowest pill starts on the pole of first heat, next lowest on pole of second heat and so on the
attached

Dash 2 Heats 1st and 2nd inverted by Heat finish chart.
3 Heats 1st and 2nd inverted by Heat finish **After all** 4 Heats Heat winners with
first Heat winner starting last **heat**

races are

Semi Main Start straight up by Heat finish – Top 4 transfer to rear of Main Event

ran, Fast Time or Highest Point Driver will pull a pill for the main event invert. The pills will consist of a 0, 4, 4, 6, 6, 8. 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.



QUALIFYING

Dash 4 Fastest qualifiers inverted

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

Fastest qualifier starts 6th in first heat, second fastest starts 6th in second heat and so on. After the top 6 of each heat has been filled, remaining cars will fill starting at seventh and on until the field is filled.

C-Main If Needed - Straight Up line-up – Top 4 to rear of Semi (B)

Semi (B) Main Straight-up line-up – Top 4 to rear of Main – (Semi run if 25+ cars qualify & enough still running)

Main Event **After all heat races are ran, Fast Time or Highest Point Driver will pull a pill for the main event invert. The pills will consist of a 0, 4, 4, 6, 6, 8. 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.**

Fast time	2.5 bonus points added to heat points
2nd quick	2.0 bonus points added to heat points
3rd quick	1.5 bonus points added to heat points
4th quick	1.0 bonus points added to heat points
5th quick	0.5 bonus points added to heat points

Passing point chart

Your starting position is determined by the **posted** line-up. Any changes to line ups that occur as a result of racer not starting in his/her starting position, will not change the original starting position for points purposes.

POWRI-BCRA Points Chart

	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
Formula is: +5 points for each position gained; -1.5 points for each position lost plus the points for that position													