

**BAY CITIES RACING ASSOCIATION
2010 RULES AND REGULATIONS
MIDGET LITE DIVISION**



BAY CITIES RACING ASSOCIATION MISSION STATEMENT

The Mission Of The Bay Cities Racing Association Is To Serve Its Members And Provide Leadership And Coordination To Ensure:

1. 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.
2. That The Racing Promoters Are Provided A Smoothly Run Racing Event With A Sufficient Number Of Race Cars Resulting In A Profitable Return.
3. That The Racetrack Owners Are Provided A Racing Event That Generates Fan Enthusiasm Resulting In A Profitable Return.
4. That The Racing Fans Are Rewarded With A Competitive And Enjoyable Race, And Race Car Viewing Experience.

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2010 BAY CITIES RACING ASSOCIATION MIDGET LITES DIVISION

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 Bay Cities Racing Association (BCRA) events. All Bay Cities Racing Association 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.

GENERAL RULES

A) ANNUAL DUES AND MEMBERSHIPS – Includes Excess Medical & AD&D Insurance

Driver	\$150
Owners	\$138
Vintage Owner/Driver	\$100
Owner/Driver	\$150
Associate	\$ 88

(All members are subject to BCRA Board approval)

B. AGE REQUIREMENTS

All participating members in the Midget Lite Division must be 14 years or older. Any persons under 18 old in the pits must have on file at each track a minors release signed by their parents or legal guardian. (This is the responsibility of the participant.)

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.

All persons under the age of 16, intending to compete in BCRA events, must appear before the Board of Directors, accompanied by their parent/guardian. The minor must show proof of having competitive driving experience and of having competed in some form of sanctioned races.

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)

E) VISITING DRIVERS OR OWNERS

Visiting drivers and car owners that were not BCRA members the previous season will be allowed to participate in one race without being required to pay the \$25 non-member fee. Visiting drivers and car owners who participate in any subsequent race with BCRA will be required to pay a \$25 non-member fee per race. An owner/driver will only be required to pay one \$25 non-member fee per race. The non-membership fee may be credited toward a full annual BCRA membership. Payment of the event entry fee is required by all drivers/car owners regardless if a non-member fee is paid.

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 \$30 entry fee per car will be charged by BCRA for each race, in addition to any gate fees, and/or required non-member fees.

H) PHOTOGRAPHERS

Authorized photographers and persons serving the press will have designated vantage points and are expected to cooperate with the officials and not abuse the privilege.

Photographers are prohibited from taking or distributing gruesome pictures under penalty of exclusion.

I) CAR NUMBERS

Car numbers must be registered with the BCRA business office prior to January 31. Failure to do so will result in your previous year's car number being made available to anyone on a first come, first-serve basis. If you do not use your 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 January 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 any official, go to the hospital for a checkup. If a person fails to do this, they could jeopardize their benefits, and if injured, shall serve a 30-day suspension of competition after the doctor's release.

If a person fails to comply with an official's order to go to the hospital, the person shall be fined and/or suspended.

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.

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 which ever 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 the driver. The driver will be the primary person responsible for the conduct of the persons associate with the car and/or driver.

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 anytime 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 anytime, 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.

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

D) PIT 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 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 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

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. There will only be one restart per race. (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.

Laps under the yellow do not count in races with 50 laps or less. In races where yellow flag laps do not count, the car causing the yellow may restart at the rear of the field without losing any laps provided the car takes the 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 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

Numbers shall be drawn to determine the qualifying order. Qualifying will be two (2) laps in a row. 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 Midget Lite experience with any organization. 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 Midget Lite 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. Driver substitutions may be made during a race event if one or both of the following conditions are met: #1: The Substitute Driver's original registered car is either destroyed or inoperable. #2: The Driver being substituted cannot physically perform the task of piloting his/her registered car. Subsequent BCRA racing events (next day) may substitute drivers and/or cars prior to registering for that event

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, and there is a vacancy in the field, all cars in that row will move straight forward.

Any driver that chooses to start from the back of the pack will be allowed to change their starting position. When a competitor vacates a position in the lineup by withdrawing or electing to start at the rear of the field, the car directly behind the vacated position will fill the position.

J) THE START

The pole car sets the pace for starts on all racing events. The pole car shall 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 or fails to pick up the throttle in turn four may be sent to the rear of the field.

Any car making changes or adjustments must pull off the racetrack into a safe area away from the racing surface. If a car stops or does not maintain its position after the field is formed, it must go to the rear of the field.

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. Any car passing a car(s) before the green flag has been displayed will result in being set back two (2) positions for every one (1) gained. The penalty will be imposed as quickly as possible which should be at the next yellow or red flag for that event or at end of event.

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.

L) EXCESSIVE SPINNING OR STOPPING

Any car involved in two incidents that cause a race caution or stoppage will be removed for that event. (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

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

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 can be repaired to run a later race (trophy dash / main)

Q) NOISE REQUIREMENTS

No BCRA Midget Lite 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, clutch components, titanium Rotating chassis / chain drive components. The protester must deposit \$200 and a signed request with the pit steward 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 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) POINT SYSTEM

Position	Dash	Heat	Semi	Main
1st	4	10	20	60
2nd	3	9	19	58
3rd	2	8	18	56
4th	1	7	17	54
5th		6	16	52
6th		5	15	50
7th		4	14	48
8th		3	13	46
9th		2	12	44
10th		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

If a timed qualifying occurs, a car & driver will be awarded one (1) point for each slower timed car.
Example: Fast Time with 20 cars = 20 points

If a car runs both the semi and main events, 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

When a car/driver is disqualified for any main event, they will not be awarded any points for the A Main, and will retain their same point average they had before the event.

To earn BCRA owner or driver championship points, the owner or driver must be members of BCRA prior to competition. There is one free race allowed each year to owners and drivers that were not members the prior year. There will be no points awarded at a free race.

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

If during the season a car is destroyed, retired, or sold, the points earned by the old car will be carried forward to the new car, if the new car runs the same number as the old car did at the first race of the year. Otherwise, it will not be allowed to earn points under the old car's number. All of the above must be done with the approval of the BCRA Board of Directors.

U) LINE-UPS

Point average shows will line up based on driver's point averages. These averages are re-calculated after every race a driver takes the main event green flag. If the main event green flag is not taken, the driver's point average remains unchanged for the next race.

The point average is calculated using the driver's points earned divided by the number of races he has run minus any passing points earned.

Point average is the standard method for establishing all race line-ups with the exception of the first race of the season. The line-ups for the first race of the season will always be done by pill draw because point averages have not yet been established.

If cars are qualified, qualifying times will be used for that one evening's race, and the driver's points earned during the evening will count towards the next race's point average if the green flag is taken during the main event.

Heat Race: Point Average Method - After all drivers check-in, the heat race line-ups will be determined by lining up the cars according to the driver's point averages and placing them into the appropriate number of heat races. The highest point average is placed in Heat #1, the 2nd highest in Heat #2, etc. After the heats are lined-up, there is a 6-car inversion. This means that the driver with the highest point average in that heat race will start no further back than 6th position. All flagged rookies will be part of the inversion but will be moved to the rear of their row. A car that does not participate in wheel packing will start at the rear of the heat but before the flagged rookies.

Semi-Main Event: Point Average Method – Line-up will be straight up, using finishes from the heat races, and the flagged rookies in the rear.

Main Event: Point Average Method – Using the heat race finishes, cars will be lined up in finishing order – Heat #1 winner is number 1, Heat winner #2 is number 2, etc. Depending on the car count, the top 8 to 12 drivers receive their point averages back (with the exception of those cars that receive a DNF in their heat race) and then re-lined up after an 8 to 12-car inversion is applied. Flagged rookies that are included in any inversion will be moved to the back of their row. If the car count is 14 or lower the inversion will be 8. If the car count is 15-16 the inversion will be 10. If the car count is 17 or more the inversion will be 12. As an example, if the car count is 18, the driver with the highest point average finishing in the top twelve will start no further back than 12th place in the main event. And the driver with the lowest point average of the top twelve will start in the pole position. Drivers that have not established a point average will start behind those that have an established point average. For example, a driver without a point average that lines up in the top twelve of a main event race will start in the 12th position. Drivers starting behind the top 8 to 12 inverted cars will be lined up according to their heat race finishes, then the cars with a DNF in their heat race, and then the flagged rookies in the rear.

Heat Race: Pill Draw Shows – Cars will line up in heat race based on pill draw with the lowest number starting on the pole in the first heat. Main event position will be determined based on heat race finish with established inversion. BCRA will utilize the 8 to 12-car inversion outlined above in the main event. Flagged rookies will always start in the rear of any race event.

If cars are qualified (Also see section C)

Heat Race: Qualifying Shows - Line-ups will be determined by qualifying times. Flagged rookies will be lined-up according to their qualifying time then moved to the back of their heat.

Semi-Main Event: Qualifying Shows - Line-up will be straight up, fastest qualifiers in the front row with decreasing qualification positions in subsequent rows, and flagged rookies in the rear.

Main Event: Qualifying Shows - Line-up will be determined by heat race finishing positions. Line-up inversion will be determined by a pill draw. Single pills numbered 4, 6, 8, 10, will be placed in a hat, bag or other suitable blind enclosure. Once heat races are complete, the fast qualifier will draw the inversion pill, with flagged rookies moved to the rear.

V) POST-RACE TECHNICAL INSPECTION

The top five (5) cars must go to the designated technical inspection area immediately after the main event, or be disqualified. Technical inspection items can include but is not restricted/limited to the following:

- Tire inspection
- Weight of car with driver
- Nerf width
- Fuel check

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.

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.

W) TIRE CHANGE

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

X) STARTING OF EVENTS

All cars must start and take the initial green under their own power. Any car requiring the assistance of a push vehicle to start will be placed at the rear of the pack. Once the initial green has been thrown if any car requires the assistance of a push vehicle to start that car will be allowed retain its' running position.

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

The Bay Cities Racing Association 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. Only Snell SA2000 or better helmets may be worn

2. All drivers must wear an approved driving suit. Nomex or better is required. Must be clean and in good condition.
3. Nomex (or better) underwear (top and bottoms) is required if using a single layer suit.
4. Nomex (or better) gloves, socks, and shoes are mandatory.
5. Nomex (or better) head sock or helmet skirt is mandatory.
6. Safety belts cannot be more than 2 years old. If there are no certification markings on the belts, they are considered older than 2 years.
7. Arm restraints are mandatory.
8. SFI approved neck braces are mandatory. Approved Head and Neck Restraint Systems Meet This Requirement.
9. Right side head nets are mandatory or a full containment seat.
10. 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.

Breaking this rule is \$10 for each violation.

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 mis-representation 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.

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

Four cycle/four cylinder motorcycle engines only.

2. PRODUCTION

1205cc and below, four cycle/four cylinder motorcycle engines sold in North America for street use only. (No down sizing from production bore size. i.e. Stock engine spec 1150cc changed to 1100cc by reducing bore size)

3. ENGINE SIZE

- A) Engines not to exceed 1205cc maximum.
- B) Engine must remain stock in stroke.
- C) Heads and cases must be of stock core. (Aftermarket cylinder allowable)
- D) Relocation of ports not allowed.
- E) Titanium rods and cranks not allowed unless stock.
- F) Oil pick up / external oil lines may be added for extending engine life.
- G) Dry sump systems allowed.
- H) Removal of unused transmission gears is allowed.
- I) Aftermarket clutch baskets and clutch plates allowed.

4) CLUTCH

All cars must have a full functioning clutch. (Car must start, put in gear, engage clutch, and drive off under its own power) If the car is unable to start under its own power and requires a push start, that car will be placed at the rear of the pack. (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.)

5) ENGINE GENERAL

All engines subject to BCRA approval.

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) FUEL

1. Gasoline or alcohol allowed. No additives allowed!
2. Carburetion, mechanical fuel injection, and OEM electronic fuel injection for the model and year of engine allowed. (Naturally aspirated only)
3. No superchargers, turbos, or NOS.

CHASSIS, BODY, AND RUNNING GEAR SPECIFICATIONS

A) CAR WEIGHT (MINIMUM WEIGHT) WINGED SHOWS

- A) 1100cc & under – 925 pounds, driver and car with wing.
- B) 1101cc – 1160cc – 950 pounds, driver and car with wing.
- C) 1161cc – 1205cc – 975 pounds, driver and car with wing.

CAR WEIGHT (MINIMUM WEIGHT) NON-WINGED SHOWS

- A) 1100cc & under – 900 pounds, driver and car without wing.
- B) 1101cc – 1160cc – 925 pounds, driver and car without wing.
- C) 1161cc – 1205cc – 950 pounds, driver and car without wing.

B) WHEEL BASE

Front-to-back 66 inches minimum and 75 inches maximum allowed.
Side-to-side wheelbase 65 inches maximum width allowed.

C) FINAL DRIVE

Chain drive only! 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.) 48"x48" maximum top surface. If wing has multiple top surfaces the total of the top surfaces shall not exceed 48"x48".
- 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. Front or Nose will be a maximum 2 ft x 2 ft in size. 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 pushlock or AN type fittings

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.
 - a) All Fuel shut off switches must have a clearly marked label indicating OFF/ON

L) TAIL TANKS

A hard tank w/fuel bladder or "hard cell" with foam inside. Tank 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. Top flush cap fill plate required. No open vents. No screw on caps allowed.

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. (Not in cockpit of car) Add on weight or ballast should be painted white and marked with car number for proper identification..

Add-on weight is not allowed in the cockpit area of the car, which is defined as within the confines of the square caged area—back of the seat to front of dash/firewall, to both outer sides of bars connecting these areas.

N) TITANIUM/CARBON PARTS

No rotating carbon fiber/composite parts. No rotating titanium parts except bolts.

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.
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 lightning 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 SFI approved, restraint belt system securely fastened to the frame. No Y-type shoulder harness allowed. No belts older than 2 years. If there are no certification markings on the belts, they are considered older than 2 years.
9. Minimum belly pan is from the firewall to the front of the seat.
10. Cars must be equipped with front and rear nerf bar. Rear nerf bar 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 drivers seat minimum.
16. All cars must be equipped with a hood.
17. 13" diameter wheels only.
10"left rear maximum width.
12"right rear maximum width
18. All cars must have a suitable braking device. Hydraulic brake mechanism on the rear axle.
19. All cars must be of the open wheel open cockpit type.
20. The car's body and fuel tank must be mounted on the centerline of the chassis.
21. All anti-freeze used must be biodegradable.
22. Radio contact to or from the driver is illegal.

23. No low back seats permitted.
24. At the start of each event cars must have a "safe" wing

TIRE RULES

(McCREARY/AMERICAN RACER)

FRONT TIRES:

- 22.5/6.0-13 GTSD 23 or harder
- 22.5/7.0-13 GTSD 23 or harder

LEFT REAR

- 22.5/9.5-13 GTSD 23 or harder
- 23.5/10-13 GTSD 23 or harder
- 24.0/10-13 GTSD 23 or harder
- 24.5/10-13 GTSD 23 or harder
- 25.0/10-13 GTSD 23 or harder
- 25.5/10-13 GTSD 23 or harder

RIGHT REAR

- 25.5/10-13 GTSD 33 or harder
- 26.0/10-13 GTSD 33 or harder
- 26.0/12-13 GTSD-33 or harder

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 drivers head, attached to the cage. All roll bar padding must be designed for roll bars.
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.