



600 Micro Series

Rule Book

RULE 1 - GENERAL INFORMATION

- A. This booklet contains the official rules and car specifications for all sanctioned events of the BMARA 600 Micro Series. Any point not covered herein shall be resolved by BMARA or their appointed representative.
 - 1. It is the intent of BMARA to NOT revise the rule book during the season. However, we reserve the right to make changes when necessary for safety, cost, or technical reasons.

- B. All cars MUST display the official decals of major BMARA sponsors, or any other designated sponsors to be eligible for contingency and the point fund. Decals shall be provided free of charge by BMARA.

- C. The Director of Competition will be appointed by the President but must be approved by the Board of Directors. The Director of Competition will have full authority in establishing and enforcing competition rules, as well as conducting the race event. The Director of Competition shall not be an active car owner or driver.

- D. **MANDATORY MEETING OF DRIVERS, CAR REPRESENTATIVES, AND OFFICIALS**
 - 1. Prior to each race the Director of Competition shall conduct a meeting of the driver's and car representatives for the discussion and interpretation of the rules and any specific regulations applying to that race. All drivers are required to attend, and it is the driver's responsibility to do so. Any driver failing to attend may be penalized by the BMARA officials (including disqualification) and shall be charged with knowledge of the matters discussed at such meeting as if they had been present.

- E. **FLAGS**
 - 1. Flag Signals: The starter shall use flag signals according to the following code:
 - a. Green Flag: Start - Course is clear
 - b. Yellow Flag: Caution – reduce speed immediately and maintain your position (See Rule 6)
 - c. Red Flag: Stop – Race is halted (See Rule 7)
 - d. Black Flag: Pull off the race track with caution to the designated area. Cars will not be scored if it does not stop on next lap. 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.
 - e. Royal Blue with Orange Diagonal Stripe: A lapping driver is attempting to pass: hold position on line and faster car pass.
 - f. White Flag: Indicates one lap remaining. In the event of a yellow or red flag, lineup reverts back to previous completed green flag lap. Restart will be with green, white, checkered.
 - g. Checkered Flag: Indicates Race Completion. A race is complete when the checkered flag is displayed regardless of distance.

RULE 2 - DRIVERS

- A. All drivers must use their own legal name in all racing events.
- B. In order to drive a racecar in BMARA race meets, a person must be at least 12 years of age. Drivers 12 through 17 years of age must, after receiving approval from the BMARA Board of Directors to compete, have on file with BMARA a notarized waiver as required by insurance company requirements.
- C. The Flagman or Director of Competition shall have the right to prohibit the participation of any driver or car, which may be determined as unfit or unsafe.
- D. It is recommended that all drivers have an annual doctor's report stating that they are in good physical condition to be submitted prior to racing each year. Any permit or license requiring an annual physical will be acceptable. Physicals cannot be more than one year old from the day of the last race of the year.
- E. Any driver seriously injured at a race and/or taken to the hospital shall need a medical release before being allowed to compete in future events.
- F. Any driver injured in an accident or involved in a flip (upside down) must be evaluated by the onsite medical Personnel before competing in another event.
- G. All drivers without previous experience (3 races in any club) must register at their first race with BMARA as a rookie candidate. Cars being driven by rookie drivers will start at the rear of any event run until the Director of Competition determines they are ready for competition. Cars driven by rookie drivers must have bright yellow paint or tape on the rear of the headrest. It must be clearly visible from the rear of the car and must remain on the car for the duration of their rookie season.
- H. All drivers must wear the approved racing apparel at all times they are in their car on the race track and when starting cars in the pit area, when permitted.
 - 1. Racing Apparel
 - a. HELMETS: Full Face Helmets must be worn and will be subject to inspections. Helmets must meet minimum requirements of Snell 2005 or SFI Foundation Specification 31.1 and be labeled as such.
 - b. UNIFORMS: All drivers must wear fire resistant head sock/helmet skirt, underwear, socks, shoes, gloves, and a one-piece uniform fitted snugly around the neck wrists and ankles. These items must meet SFI Foundation Specifications 3.2A and 3.3 and be labeled as such.
 - c. DENTURES: All drivers will remove dentures before starting an event.
 - d. ARM RESTRAINTS: Arm restraints are mandatory. Restraints must meet SFI Foundation Specification 3.3 and be labeled as such.

RULE 3 – INSURANCE

- A. No benefits shall be awarded any person for injury, unemployment, or death except at regularly sanctioned association race meets nor shall they receive benefits if the injury occurs before permission is granted to warm up at said race meet or as per insurance coverage. All such benefits shall be limited to the existing contract or insurance coverage.
- B. In case a promoter carries the insurance coverage, the association may, by Board of Director action, underwrite the insurance coverage to our limits for our members where payment of claims are so delayed as to constitute a hardship. Such advances are to be promptly repaid to the association by the member on receipt of claim payments from the primary coverage.

RULE 4 - LINE - UP

A. LINE-UPS

- 1. The Heat Line-ups will be determined from the draw
- 2. Heat #1 - 8 cars 4, 8, 12, 16, 20, 24, 28, 32 - inverted
Heat #2 - 8 cars 3, 7, 11, 15, 19, 23, 27, 31 - inverted
Heat #3 - 8 cars 2, 6, 10, 14, 18, 22, 26, 30 - inverted
Heat #4 - 8 cars 1, 5, 9, 13, 17, 21, 25, 29 - inverted
- 3. "B" Feature - 21 cars – all cars straight up by points
 - a. 16 cars from Heats #1, 2, 3, & 4 with cars placing 5, 6, 7, & 8
- 4. "A"-Feature - 22 cars– Invert highest point cars by a draw, balance straight up by points
 - a. 16 cars from Heats #1, 2, 3, & 4 with cars placing 1, 2, 3, & 4
 - b. 6 cars from the "B" Feature placing 1, 2, 3, 4, 5, & 6 and/or alternates from "B" Feature.

F. LINE-UPS WHEN THERE ARE NOT 4 HEATS

- 1. The Heat Line-ups will be determined from Qualifying or Draw
- 2. Heat #1 - 8 cars 3, 6, 9, 12, 15, 18, 21 - inverted
Heat #2 - 8 cars 2, 5, 8, 11, 14, 17, 20 - inverted
Heat #3 - 8 cars 1, 4, 7, 10, 13, 16, 19 - inverted
- 3. "A"-Feature -
 - a. 9 cars from Heats 1, 2, & 3 with cars placing 1, 2, & 3
 - b. The fastest Qualifier or Highest point driver will draw for an invert
 - c. The remaining cars will start straight up on time or total points

G. Point System used. See Fig #1

RULE 5 - START & FIRST LAP RESTARTS

- A. A racecar called to the starting line for a race must start and join the field before the field has circled the track three (3) times. If the car does not join the field in the allowed time, it may be asked to pull into the pits at the discretion of the Director of Competition. It may be replaced at this time by an

alternate at the discretion of the Flagman and/or Director of Competition. The cars will move forward in the original line-up with no criss-crossing. The alternate will start at the rear of the line. No alternates will be added to the line-up after the green flag drops.

B. First Lap Spin

1. Any restart prior to the first lap being scored will be with cars in the original two abreast line up. Any car stopping or not completing the first lap shall be placed at the rear of the field.
2. On further restarts, cars spinning or stopping will start at the rear of the field.
3. No repairs will be made on restarts on the yellow flag.

C. Any car spinning 360° and not stopping will be automatically disqualified.

D. Cars pushing off for the race will not pass the pole car in hot laps before the start.

E. A car that is started is not allowed to stop prior to the green flag for any reason other than driver safety equipment with a track official and only one pit crew on the front straight to get starting position back.

F. Any car that changes the right rear tire after the start of any event must go to the rear of the field on the restart.

G. On two abreast starts there will be a line or cone in turn 4. The front two cars must be somewhat even at that line or cone for a legal start.

H. Cars not ready to start or restart a race will be allowed the time it takes the pole car to circle the finish line three (3) times after the remainder of the field is lined up.

I. In the event that the sun makes it unsafe to start a race, a driver may stop on the front stretch before the green flag is displayed. The track will go red and all cars will park on the front stretch.

J. Cars pulling off the racing surface, except for designated work area during A & B features, at any time after being pushed off, will be done for that event. Cars not on the racing surface when a race is stopped may not restart in that event.

RULE 6 - YELLOW CAUTION PERIOD

A. The penalty for jumping starts and causing a yellow flag will be at the discretion of the Director of Competition. Penalties range from going to rear of field, to being put into the pits.

B. When the yellow flag or light is displayed, all cars shall slow down to a fast idle and form a single file line nose to tail and hold their positions. Officials will correct the line-up when they receive it from the scorers. Drivers who fail to get into proper single file order or do not go to their assigned position will be sent to the rear of the field or disqualified for that event.

C. The failure of the flagman or scorer to notify a driver of a violation in no way relieves the driver from the responsibility of observing the "No Passing" regulation and the penalty attached to the illegal passing.

D. In races, caution laps will NOT be counted toward the completion of the race. When, in the judgment of the flagman, the race can be resumed, the driver leading the race shall be given the green flag.

There must be a minimum of two laps under the green flag before the conclusion of any race. No race may finish under the yellow flag unless the flagman deems it necessary and in that case, their decision is final.

- E. In the event of a yellow flag, the cars will be restarted in the order of the last completed lap in which all cars crossed the start-finish line under the last completed green flag lap.
- F. Drivers that stop on the yellow and are allowed to restart must remain race ready (seated & buckled with helmet on).
- G. Pit crews are not allowed on the race track during yellow flag laps unless the car is allowed to restart.
- H. On restarts, lapped cars will maintain their relative position to the balance of the field as in the previous lap.
- I. On single file restarts, a restart cone on the front stretch will be used. The flagman will signal one lap to green. The leader must maintain reasonable pace lap speed and fully accelerate at the restart cone. No on-and-off the gas tactics, by the leader, will be tolerated and will result in a penalty. The leader and the entire field must pass between the cone and the outside wall. No passing is permitted prior to passing the cone. The field needs to be nose-to-tail and not allow gaps between cars. Cars hitting the cone, going on the wrong side of the cone, jumping the start, or passing before the cone, will result in a 2 position penalty for every car passed or going to the rear of the field for multiple violations. If a car or cars commits any violation, a complete restart will be called for.
- J. No repairs will be made before restarts during yellow flag laps in Trophy Dash, Heats, & "C" Feature.
- K. Cars doing repairs in designated work area off track during yellow flag can be restarted before the one lap to go signal is displayed by the flagman in the "B" and or "A" Feature
- L. After one lap of the race is completed, each car is allowed only one restart and will start at the rear of the field.
- M. Cars responsible for causing a yellow flag will restart at rear of field. (This does not include debris on the track)
- N. Car that takes out another Car (deliberately) will start at rear of field on the restart.

RULE 7 - RED FLAG PERIOD

- A. No person shall be allowed on the racing surface, without permission from a BMARA official, during a red flag period without the racing surface being declared open by the Director of Competition. Participants must remain in the pit area and off the racing surface, until the white flag is displayed and the track is declared open. For any participant who goes onto the racing surface before the racing surface is declared open, the penalty will be loss of pit pass privileges for the remainder of the race meet.
- B. When a red flag comes out for a car on its side or a rollover, that car cannot restart in that event with the exception of qualifying, at which time the car must be approved by BMARA officials and take

one lap at end of the line. The car can, however, restart in future events that day after technical approval by a BMARA official.

- C. Drivers of cars flipping (upside down) must report to the ambulance immediately.
- D. In the event the race must be stopped by the flagman because of an accident or obstruction on the track or if the track surface becomes too dangerous for further competition, cars still on the track not making contact in the accident, shall be restarted in accordance with the previously scored green flag lap. Cars making contact, if able to restart, shall be restarted in the same lap but at the rear of the field.
- E. Cars not involved in the accident in the event of a race being stopped because of a red flag will be allowed servicing providing the car does not leave the track and the servicing is done in the same 5 minute repair period allotted to cars involved in the accident. All will be restarted in the order of the last completed lap in which all cars crossed the start-finish line under the green flag.
- F. If contact is made anywhere during a red flag lap and there is repairable damage to the cars, those cars must start at the rear of the field.
- G. If a car is unable to stop at a red flag incident, the brakes will be checked in accordance with Rule 22(a). If found not suitable but able to make repairs during the red flag period, the car will be restarted in accordance with the previously scored green flag lap.
- H. Cars unable to stop during a red flag incident due to non-mechanical failure will result in a two (2) position penalty.
- I. If an inadvertent red flag or red light is shown without a red flag incident, there will be no work allowed on the cars and all cars will restart in accordance to the previously scored green flag lap.
- J. Car that takes out another Car (deliberately) will start at rear of field on the restart.

RULE 8 - SAFETY

- A. No person shall be allowed to sit in or stand next to a disabled car on the racetrack during the event. Safety crew shall remove disabled cars as quickly as possible if they are a hazard or are obstructing the racetrack.
- B. At Angell Park Speedway there will be no tow cars allowed in the infield during racing events. No one will be allowed to load up until the end of the "A" feature, without BMARA prior approval.
- C. Fire Prevention: No smoking will be permitted within 25 feet of racecars. Anyone found violating this rule will be removed from the pit area. Entrants must have, in their possession, in the pit area a fully charged dry powder fire extinguisher of five (5) pound minimum capacity.
- D. No car will be in motion unless the designated driver is wearing a helmet, race uniform, arm restraints, race shoes, and gloves. Seat belts must be fastened, and hood in place on the racecar.

RULE 9 - PROTESTS

- A. A protest, to be considered, must be accompanied by an "earnest fee" of \$100.00. The protest must be in writing and must be presented to the BMARA officials at the race meet before the pay-off. It must state the race violation or judgment of the BMARA official being protested and it must contain what settlement is considered proper and the reasons for such settlement. The \$100.00 earnest fee shall be returned, if, in the opinion of the Board of Directors, the protest had merit. The \$100.00 earnest fee shall be forfeited and shall go into the General Fund if the protest is held invalid.
- B. Cars to be spot-checked will be selected at the discretion of the Director of Competition. On engine protests, a fee of \$100.00 must be presented to check an engine with P&G checker. If the engine is found to be legal, \$80.00 goes to the car owner and \$20.00 goes to the treasury. A fee of \$200.00 must be presented to remove a head(s) with \$180.00 to the car owner and \$20.00 to the treasury, if found to be legal. In both cases, the protest fee will be returned if the engine is found to be illegal.
- C. The driver of any car found illegal shall get 40% of the money and points for last spot in all events participated in. The owner's share of 60% of the last spot in ALL EVENTS goes into the General Fund. The remaining cars running would be moved up one position from the protested position. Owner and owner-driver combinations will lose all points and monies obtained for that program.
- D. The Board of Directors shall consider the protest before paying off the protested positions.
- E. When a protest is clearly not the fault of the driver or pit crew, the payoff may be made at the discretion of the officers present. The protest may be considered at the next Board of Directors meeting with any adjustment made to come out of the General Fund.
- F. If caught with an oversized engine, the car owner will FORFEIT ALL POINTS accumulated for that year and will be suspended for the remainder of the season.
- G. Any engine can be checked for size before a race with the P&G checker upon request of any three Board of Director members.
- H. Any engine found oversized must be checked the following year before the car can be raced.
- I. All protests must be filed within 30 minutes from the finish of the last BMARA race of the day.
- J. Only car owners and drivers participating in the race program can protest at that race program.

RULE 10 – PENALTY

- A. A violation of any competition rule will result in the forfeit of all championship points for that race unless another penalty is provided for a particular violation.
- B. The Board of Directors will pass on the penalty for the violation of any association rule and the ruling on a violation by an official may be appealed.

- C. The penalty for rough driving could be a warning for the first offense and \$200.00 fine or payoff for last place in event run, whichever is greater, for additional offenses.
- D. The car owner is responsible for all personnel on their pit crew.
- E. Anybody fighting at a race will be out for the rest of the night and a minimum of 2-race meets (rain outs do not count as a meet). Car owner/driver combination will allow the car to run but owner/driver cannot be in the pits. The aggressor is the person going to someone else's pits or car and self-defense will be allowed.

RULE 11 - SCORING AND FINISH

- A. A race is complete after at least half of the laps in the "B" feature and/or the "A" feature are run.
- B. If a race is stopped by the use of a red flag or yellow flag and not restarted and is subsequently ruled complete, the finishing order will be determined by ranking all the cars in order by total laps completed and sequence of completion for the last officially completed green flag race lap. Cars involved in the red or yellow flag incident will be scored at the rear of the field in the last green flag lap that the car completed.
- C. When multiple cars drop out on the same yellow flag lap, they will be scored as they crossed the finish line on the previous green flag lap.
- D. In the case of a rainout, whereby the "B" feature and/or "A" feature are not run, money and points will be divided equally among cars qualifying by time trial. This includes dropouts and cars transferring from completed events. If the "B" feature is not run, there would be no cars transferring for the feature money. When "A" feature & "B" feature are not run, the money for the last 7 places in the original feature payoff schedule will be transferred to the "B" feature payoff to be divided equally. Points will be awarded for all events run.

RULE 12 - CAR SIZE LIMITS

- A. The wheelbase must be at least 50 inches and not more than 70 inches.
- B. Minimum weight of the car with driver is 775 pounds as the car leaves the track at the end of the Feature event.
- C. Added weight must be securely fastened to the main chassis structure. Loss of any bolt-on weight during competition will disqualify the individual from that event.
- C. Maximum tread width will be 63 inches measured outside to outside of the rear tires.

RULE 13 - ENGINE SIZE LIMITS (No clean-Up)

Titanium crankshafts are prohibited

A. Terms and conditions

1. Stock parts - original manufacturer parts for the particular year and make engine. No mixing of parts from different year and make engines, even if made by the same manufacturer.

B. Overall Engine

1. Must be a Production Motorcycle Engine, 4 cylinder, 4 stroke
2. No current year engines
3. No Titanium anywhere in or on the engine, unless it comes stock form manufacturer of engine on production bike
4. Must have engine, clutch, and transmission all in one unit
5. Must be Chain Driven

C. Bore and stroke

1. 600cc Maximum for engine model that was new in 2006 and up. Other engine are 637cc maximum. Engine model is defined as a manufacturer redesign of overall engine. See list at end of rules.
2. Standard Stroke only (no strokers)

D. Head and cams

1. NO PORTING, Blending the Bowls, or Blending the Valve Seats (exhaust or intake)
2. Cams do not need to be stock, but the lift must be no greater than stock. (duration is open)
3. Cam timing may be adjustable
4. May use any valves, but they may be no larger than stock valves.
5. Head may be resurfaced
6. Any head gasket may be used

E. Pistons

1. Any Piston may be used, must be within cc limit specified under bore and stroke

F. Bottom End

1. No machining to remove weight from the crank(no after-market cranks)
2. Stock connecting rods must be used(no after-market rods)
3. Aftermarket rod bolts may be used

G. Clutch/Transmission

1. The clutch does not need to remain stock, but must remain operable
2. Transmission gears must be stock, no close-ratio gears or nonstandard gear-ratios
3. All gears must remain in transmission, no removing any gears.

I. Induction system

1. No mechanically forced induction (turbo charging, supercharging)
2. Any carburetors may be used on any engine, regardless of year.

3. If the engine did not come from the factory with fuel injection, fuel injection may not be used
4. If the engine came with a factory fuel injection, the fuel injection may be used and may be converted for use with alcohol. The stock fuel injection throttle bodies must remain, but may be modified for use with alcohol

K. Charging system

1. The original factory charging system may not be removed, and must remain in complete working order.

L. Self Starting

1. The engine must self-start at the beginning of the event. If it does not self-start, the car may be pushed off and must start at the rear of the event as the penalty.

RULE 14 - CAR CONSTRUCTION

- A. All cars shall be fitted with a suitable chain guard that should extend from the front roll cage upright to the back edge of the seat. Material should be a minimum of .060 steel or .080 aluminum. The chain guard should be securely fastened to the main chassis construction.
- B. NO hollow, tubular or drilled bolts will be allowed anywhere on the car. All bolts and fasteners used for other than body parts must be Grade 5 or better. Grade 8 bolts are recommended on all suspension components.
- C. All cars must be painted after their third appearance or show a justifiable excuse. Buffed and polished metal shall be acceptable. All numbers must be of not more than 2 digits between 12" and 18" high and must be of a color contrasting the car.
- D. Cars leaking fuel, oil or water on the track will be immediately flagged off the track.
- E. Side panels cannot extend rearward past the rear diagonal roll cage tube/brace or an imaginary line between the back edge of the rear torsion tube and the back edge of the rear roll cage member. The rear roll cage member is defined as the top tube behind the driver where the a-frame connects. Regardless of the imaginary line, side panels may not extend horizontally beyond the most rearward cage uprights.
- F. Sail panels between the rear cage up-right and brace are allowed. Sail panels may not be flared outwards. Sail panels may not extend forward past a cross plane established by the most rearward part of the seat.
- G. A roll cage is mandatory. The cage must extend 3 inches over the top of the driver's helmet when he is sitting in an upright position.
- H. The roll-cage must be constructed of a minimum 1 1/8" x .065-inch chromoly steel tubing or equivalent structural strength. No aluminum or titanium frames allowed. No elliptical (oval or aerodynamic) tubing allowed.
- I. The front section of the roll cage shall be no further back than the steering wheel.
- J. The roll cage shall sufficient fore and aft bracing to support the car in a roll over.

- K. The roll cage shall have gussets at the intersecting tubes to the uprights.
- L. All bends must have a minimum of 3 inch radius. NO square, mitered, or pointed corners will be allowed.
- M. Both sides, center, and front members of the roll cage must be protected by resilient material conforming to SFI Foundation Specification 45.1.
- N. All roll cages must pass the inspection of the Safety Committee.
- O. Both sides, center and front members of the roll cages and roll bars must be protected by resilient material conforming to SFI Foundation Specification 45.1.
- P. All cars must be equipped with a front and rear bumper, left and right nerf bars securely fastened to the chassis with a minimum size of 10-32 or 10-24 bolts. The front bumper must be a single tube design.
- Q. Titanium bumpers and/or nerf bars will not be allowed
- R. Bumper material shall have a minimum O.D. size of 3/4 inch, and a maximum O.D. size of 1 inch and must be constructed of round steel or stainless steel tubing. There shall be no bumpers or nerf bars allowed with a wall thickness of less than 0.065 inch, nor a wall thickness of greater than 0.120.
- S. Titanium bumpers will not be allowed
- T. NO wing, shock, weight or panhard/sway bar adjusters will be allowed in the cockpit or within reach of the driver.

RULE 15 - EXHAUST

- A. Exhaust system must be designed to create a minimum of fire hazard and a minimum hazard to other competitors.
- B. Exhaust pipes passing close to the driver must have raised metal guards.
- C. All cars must have each exhaust pipe equipped in such a manner to reduce the noise level to acceptable levels set by the Board of Directors as required by local conditions and to be measured with a decibel meter at a prescribed position during time trials.
- D. Any race car that has a decibel meter reading above the level required for local conditions will forfeit that time trial and may go to the end of the line to re-time one (1) lap only to meet the noise level requirement and establish his time trial time for race line up. Any racecar that exceeds the noise level requirement will not be allowed to race at that race meet.

RULE 17 - FIRE WALL

- A. An effective firewall of metal at least 0.0625 inch thick or other approved fire retarding material must be installed between the engine compartment and the cockpit. It must be as leak proof as practical. The motor plate may not be made from carbon fiber, honeycomb or other composite materials.

RULE 17 - THROTTLE

- A. Throttle toe straps are mandatory and the linkage must be so constructed that bringing back the throttle pedal with the toe strap will close the throttle valves. There will be a minimum of 3 throttle springs.

RULE 18 – WHEELS

- A. Rim diameter must be 10 inches.
- B. Right rear wheel width will be a maximum of 14 inches.
- C. Left rear wheel width will be a maximum of 9 inches.
- D. Wheels must be of an approved manufacturer and constructed of aluminum. NO carbon fiber, plastic, or carbon composite wheels allowed.

RULE 19 - FUEL SYSTEM

- A. All fuel tanks, fuel cells, bladders or plastic tanks, must be mounted securely to the frame. All cars must be equipped with a fuel cell and tail tank meeting the requirements of BMARA and SFI Foundation Specification 28.2.
- B. Fuel tanks used for qualifying / qualifying heats, must be used for all events.
- C. SFI approved fuel bladders are mandatory.
- D. Fuel systems must be equipped with a shut-off device located within easy reach of the driver and the safety crew. The ignition switch and fuel valve must be clearly marked with on/off.
- E. Fuel tanks may not be made from carbon fiber or carbon/Kevlar materials.
- F. Fuel
 1. Fuel is restricted to methanol only. The addition of any material(s) to the fuel is strictly prohibited.
 2. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.
 3. Any device, which artificially reduces the temperature of the fuel, is strictly prohibited.

4. Lubricants may be added for 2 cycle engines.
 5. All fuel is subject to testing at any time. Any fuel that does not conform to the BMARA standards, as administered at the racetrack, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire race program.
- G. The top three cars in the feature will have fuel tested to meet BMARA standards.
- H. A driver may not be seated in the racecar during fueling at any time, including the designated pit area. The penalty for violation will be to start at the rear of the field.

RULE 20 - IGNITION - ELECTRONIC

- A. All cars must have an ignition switch or emergency shut off within easy reach of the driver and labeled "on/off".
- B. The use of electronic logic processors to control any function of the racecar and/or any system for gathering continuous data from any function of the race is strictly prohibited. (Note this rule does not include electronic ignition and/or electronic tachometers).
- C. Any form of traction control is strictly prohibited
- D. Stock Rev Limiter must remain intact. No hot ECU boxes, no modified ECU boxes. Factory race boxes are ok, but must have the rev limit set to the street bike stock rev limit. If a computer is hooked up to check the ECU it must be set to factory stock specifications, no tolerance. See list at end of rules for RPM limits.
- E. All cars must have a connector for the track to check engine rpm rev limit. These are available from the chassis manufactures and engine builders, and at the track. All cars must leave intact the rpm wire coming from the ECU.
- F. Stock appearing ignition must be used (no after-market ignition systems, factory race ignitions are ok) may use different year ignitions from same manufacturer as long as stock rev limit of engine (not ignition) is retained.
- G. No aftermarket coils
- H. Engines that came with stock fuel injection may use an after-market add ons (example: Power Commander, Dim Sport) to adjust the fuel curve and/or timing (essentially the same as adjusting jetting and using an ignition advancer).
- I. Ignition advancers may be used

RULE 21 - STEERING – SUSPENSIONS

- A. Removable steering wheels incorporating a quick release mechanism conforming to SFI Foundation Specification 42.1 are mandatory. No plastic components may be used. Pin type mechanisms are not allowed.
- B. A quick release type steering wheel is mandatory, and no plastic components can be used.
- C. It is recommended that cars have an annual Magnflux inspection of cross shafts, up and down shaft, steering gears and front spindles. The above Magnflux may be required following an accident if requested by the Safety Committee.
- D. Steering wheel hubs on all racecars must be padded with minimum $\frac{3}{4}$ inch resilient material.
- E. The use of carbon fiber, carbon/kevlar, or other composite material as structural chassis component, suspension, or components in driveline including the rear end, is not allowed.
- F. Titanium front axles, rear axles, steering arms, and torsion arms are not allowed,
- G. Shock absorbers must have all valve mechanism housed in a single cylindrical unit. Shock absorbers may have two external adjustment and may be adjusted by manual methods only. NO cockpit adjusters are allowed. Shock absorbers can not operate or be adjusted electronically. Digital shock readout is allowable as long as it does not control any function of the shock absorber.

RULE 22 – BRAKES

- A. Cars must be equipped with a suitable braking system.
- B. Steel or aluminum brake rotor only. Carbon, carbon composite or titanium brake discs are not allowed. Brake pad material is open.
- C. Carbon, carbon composite or titanium brake components are not allowed.
- D. The cars must have a substantial brake and throttle arrangement

RULE 23 - SEATING SYSTEM

A. SEAT BELTS

- 1. The use of an approved seat belt with a latch/lever release is mandatory. Rotary mechanisms are not allowed. Both the fastening design and condition of the belts are subject to inspection of the Safety Committee. Minimum width of three inches (3") with 8000-pound minimum tensile (loop test) strength. All safety belts and shoulder harnesses must bear the date of manufacture and shall not be used for more than two (2) years from the date of manufacture. All seat belts must meet SFI Foundation Specification 16.1 and be labeled as such.
- B. Five or six point (crotch) belts connected to the main belt quick release mechanism and securely

attached to the chassis are mandatory.

- C. All belts should be worn as tight as possible. Seat belts must come through the seat at the bottom on each side thereby wrapping and holding the pelvic area over the greatest possible area. Belts should come through the seat at the bottom on both sides so as to hold the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen. At any point where the belt passes through the side of the seat, the seat edges must be rolled or have grommets to prevent chafing or cutting of the belt material. All the belts connected to the main belt release system are mandatory. Both the fastening design and the condition of the belt are subject to the inspection of the Safety Committee.

D. SEATS

1. Aluminum seats are mandatory and must be of high back style. The seat must be mounted to the chassis in a minimum of four (4) places with a minimum of 5/16" steel bolt with large O.D. washers (minimum 1 1/2") on seat surface secured with nuts and/ or threaded into frame. Each mounting hole in the seat must have a steel (minimum .060 thickness) or aluminum (minimum .125 thickness) doubler with minimum 2-inch diameter.

RULE 24 – WINGS

A. Top wings

1. Center air foil structure must be a minimum of 10 square feet and a maximum of 12 square feet of surface area. Surface area is defined by the width X length of the largest projection of the center foil.
2. The top wing must not extend beyond the outside of the rear tires, or behind the rear bumper.
3. Center foil must be of a square or rectangle shape with all four (4) corners set at a 90 degree angles.
4. Center foil must be of a single foil design. NO split or multiple stage wings will be permitted.
5. Maximum dimensions of each side panel is 54-1/4 X 24-1/4. Only two side panels are allowed. NO kick-out allowed. Panels must be parallel. Maximum depth of the side panels is 2 inches. This is the protrusion of the stiffening members not including the struts.
6. Wing construction is of aluminum only (wood spars will be allowed). NO carbon fiber, kevlar, plastic, or composite material will be allowed for wing construction. Leading edge protective covers will be allowed. One wickerbill allowed and will be limited to a maximum of 1 inch.

B. Nose Wings

1. The use of a nose wing is optional.
2. Center air foil cannot exceed 4 square feet of surface area.
3. Nose wing must not extend beyond the outside of the front tires, or beyond the front bumper.
4. Center foil must be of a single foil design. NO split or multiple stage wings will be allowed.
5. Maximum dimensions of each side panel is 10-1/4 X 24-1/4 X 1-1/2. Only two side panels allowed. Panels must be parallel. NO kick-out allowed.

6. Nose wing construction. (see rule 6 of top wing)

RULE 25 - POINT SYSTEM

- A. Owners competing in 75% of BMARA sanctioned point races will share in the point fund.
- B. Drivers must be a member by the completion of their 1st race in 2011 AND compete in at least 75% of events, in order to qualify for point fund money. This rule may be waived for any driver injured at a BMARA race at the discretion of the Board of Directors.
- C. At co-sanctioned Races car must be BMARA legal to get BMARA points
- D. Race Car must have BMARA decal to get point fund money
- E. See fig 2 for POINTS SYSTEM
- F. No points for relief drivers or promoter choice.
- G. No points for participants running under temporary permit or other working agreement club memberships.
- H. No points for races run after Labor Day weekend that are not signed before August 1st.
- I. The point fund will be divided into 40% to the drivers and 60% to the car owners.
- J. If a car owner has two cars with 1 driver, the 1st car that runs in the 1st point paying event is considered the primary car for owner points.
- K. No points for car owners or drivers if their membership is not paid in full at the end of the payoff.
- L. Cars running in both the "B" feature and "A" feature will get points in the "A" feature only.

RULE 25 – RADIO

- A. The use of in-car radio transmitting devices is prohibited.
- B. The use of receive only BMARA/USAC approved two channel radio is mandatory.

Fig 1

	Start												
	1	2	3	4	5	6	7	8	9	10	11	12	
Finish	1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0
	2	91.5	93.0	98.0	103.0	108.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0
	3	83.0	84.5	86.0	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0
	4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0
	5	66.0	67.5	69.0	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
	6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0
	7	49.0	50.5	52.0	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0
	8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0
	9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0
	10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0
	11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0
	12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0

Fig 2

Point System

Position	Qualifying	C-Feature	Heat	B-Feature	A-Feature
1	12	8	14		90
2	10	7	12		80
3	9	6	9		75
4	8	5	7		65
5	7	4	5		55
6	6	2			48
7	5			20	46
8	4			18	44
9	3			16	42
10	2			15	40
11				14	38
12				13	36
13				12	34
14				11	32
15				10	30
16				9	28
17				8	27
18				7	26
19				6	25
20				5	24
21				4	23
22					22