

**BLACKBIRD
MICRO MIDGET RACING CLUB
P.O. BOX 10246
WILMINGTON, DE 19850**



**2022
BY-LAWS
RACING RULES AND
REGULATIONS**

2022 OFFICERS

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BOARD OF DIRECTORS

Member	Angelo Mercado	(302) 312 - 4455
Member	Michael Mulherin	(609) 579 - 1342
Member	Matt Pfahler	(302) 685 - 0693
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BLACKBIRD MICRO MIDGET RACING CLUB BY-LAWS

ARTICLE I

ORGANIZATION OBJECTIVES

Section 1. The purpose of this organization is to promote interest in the planning, construction and racing of micro midget internal combustion engine racers. To promote competition among builders and owners of such racers. To govern trials of speed and endurance of said machine. To formulate rules of competition and to further the interest of owners and builders of micro midget racers. It is the responsibility of all members of BMMRC to conduct themselves in a sportsmanlike manner at all times, assist the Officers, Board of Directors and track workers when requested, and in general, contribute to the positive image of racing enthusiasts.

ARTICLE II

Section 1. The principle places of business of the corporation shall be the home of the Club Secretary or at the race track.

Section 2. The rules contained in the latest available edition of Robert's Rules of Order shall govern the conduct of all meetings where applicable and where inconsistent with the Articles of Incorporation or the By-Laws.

ARTICLE III

Section 1. This organization shall be made up of persons of good moral and sober character and reputation who are genuinely interested in the sport of micro midget race cars.

Section 2. There shall be three (3) classes of membership and such others as the Club or Board of Directors may prescribe.

A. A candidate for membership must complete an application and submit it to the Club Secretary via U.S. mail, at a regular Club meeting, or at the track.

CLASSES OF MEMBERSHIP AND FEES

1. **Individual Member.** This membership category is for all active Club members and Officials (Race Director, scorers, Flagger) other than drivers. All Individual ("I") Members has voting privileges.
2. **Driver Member.** This membership category is for all drivers. Driver Members have voting privileges and are covered by all required insurance. "I" membership may be upgraded to "Driver" by paying the additional membership fee.
(Also see Page 3, Item D and Page 8, Item 2)
3. **Non-Member/Visitor.** Non-Member/Visitor drivers are welcome to participate in any and all BMMRC races without BMMRC membership. Non-Members have no voting privileges. Except as specifically noted, Non-Members/Visitors are subject to all BMMRC Racing Rules and Regulations, car specifications and penalties as BMMRC members. **Visitor Driver will not receive any points toward the BMMRC Point Fund.**
4. **Honorary/Life member.** Honorary or Lifetime members do not pay any dues but must pay pit fee. They are entitled to all the privileges of an Individual ("I") member.

Section 3. All dues and fees are annual and are payable January 1. Any membership renewal or fee not paid by April 15th will be charged an additional \$5.00 late fee. Dues and fees or any changes in dues or fees will be set and announced prior to January 1.

- A. **Car Registration Fee.** Payable with annual dues. This fee is for Club car registration and must be paid by each Club member registering a car. Already registered cars sold to a new owner (during race season) must be re-numbered and re-registered and new fee paid. **All car number re-registrations must be completed before April 1 to assure retention of a previously registered car number.**
- B. **Season Pit Space Fee.** A car owner/driver may prepay the yearly pit space fee in order to maintain the same pit space from year to year. The assigned car must have been signed in to at least 50% of the scheduled previous year's races and have fee paid prior to April 1st.

- C. **Work Detail Fee.** Drivers, or an alternate, must perform work of **at least ten (10) cumulative hours** prior to the first scheduled season Point Race in order to be eligible for any awarded points. Work detail credit goes to the driver. The driver has the option of performing the work or paying a **fee of \$100** in lieu of work prior to the first scheduled season Point Race.
- D. **Club Awards Projects. Drivers *must participate* in the designated Club Awards Project to be eligible for any awarded.** Driver must meet all requirements of the project as set forth by the Board of Directors, prior to receiving credit for participation. **Project participation credit goes to the driver.** Projects will be used to acquire funds for Point Championship Awards. The driver has the option of participating in the scheduled project or paying a fee set by the Board of Directors.

ARTICLE IV

BOARD OF DIRECTORS

Section 1. The Board of Directors shall be comprised of six (6) active Club members duly elected and serving terms of two (2) years. The currently elected and serving President shall serve as a seventh (7th) member of the Board of Directors for one (1) year and will share all the duties, responsibilities, and rights of a Board member, including the right to cast a vote. In the event that the current President declines to serve in this position, the person with the next highest number of votes for position of Board member from that year's elections will serve as the seventh (7th) Board member for a period of one (1) year.

Section 2. The Board of Directors shall meet at least nine times a year. The date, place and time to be determined by the President or the Chairperson of the Board and shall be presided over by the Chairperson or the President in the Chairpersons absence. In matters requiring the approval of the Board of Directors and where a time element prevents an actual physical meeting of the members, it shall be permissible to resolve the matter either by U.S. mail or by telephone contact with formal resolution to be entered in the minutes of the next physical meeting.

Section 3. The duties of the Board of Directors include but are not limited to:

- Set and define major Club policy, organization structure, and fundamental management.
- Oversee such matters as Club publicity and promotion.
- Review effect of manufacturer's changes with regard to safety and cost.
- Expel any members or Officer of the Club for sufficient cause under Articles of Incorporation, By-Laws or Club Rules.
- Hire/terminate all paid work personnel as required and set compensation fees, i.e. Race Director, Flagger, PR Director, etc.

Section 4. The Board of Directors present at a meeting shall vote on any questions, consistent with the By-Laws, provided a quorum is present.

Section 5. A quorum consists of a simple majority of four (4) members of the Board of Directors.

Section 6. If a Board member misses three (3) consecutive scheduled Board of Directors meetings, that member MAY be considered to have resigned their position. If a Board member voluntarily resigns, that position, in either case, will be succeeded by the person receiving the next highest number of votes at the last election if that person is a current, paid-up Club member in good standing. All Board of Directors replacements may complete the term of the resigned member. If the replacement member does not wish to complete the term, then that position will appear on next year's ballot. A Board member is expected to have a genuine interest in all Club activities and should endeavor to attend regularly scheduled racing events and all Board of Directors meetings.

Section 7. Advisory Board - Any "Lifetime" member of BMMRC, other than a currently elected and serving Officer or Board of Directors member may serve on an Advisory Board. Those persons may attend any regularly scheduled meeting of the Board. They may participate in discussions but will not have a vote on topic decisions. Current Class Representatives are also included as members of the Advisory Board.

When special Board meetings are called, the Advisory Board will not be notified of meetings unless the meeting is called for a major problem or change and where their input is determined to be helpful in making a decision.

Section 8. Any BMMRC Member may attend a Board of Directors meeting unless it is a closed meeting.

ARTICLE V

OFFICERS

Section 1. The position of President is an elected position. The President shall attend and serve on the Board of Directors for one (1) year as noted in Article IV, Section 1. The President shall preside at all general membership and special meetings and shall be an ex-officio member of all committees and shall perform such duties as prescribed in the By-Laws and by the Board of Directors. The President may be a signer of all Corporation checks. The President may delay implementing an initial decision of the Board on a specific item but must implement the decision rendered on the same item at the next Board meeting.

Section 2. Duties of the Vice-President. The Vice-President shall perform all the duties of the President in his/her absence and such other duties as the Board of Directors designate.

Section 3. Duties of the Secretary. The Secretary shall record the minutes of each regular meeting and Board of Directors meetings. The Secretary shall assist the President in matters pertaining to business with and among the Board of Directors. The Secretary will also handle all correspondence as required. The Secretary will also maintain Club membership, including an up-to-date car owner list and car number records. A detailed job description is on file and available for inspection.

Section 4. Duties of the Treasurer. The Treasurer shall assist in the collection and deposit of all monies due the corporation, pay all authorized bills, and provide the President's office with an accounting of such funds collected. The Treasurer shall be a signer of all corporation checks. A copy of a written financial statement must be submitted to the Club President on a monthly basis. A bank reconciliation will be conducted by a member of the Board not having checking account authorization. The Treasurer will perform such other duties as the Board of Directors designates. Arrange for a yearly financial review conducted by a certified accountant. Report to be forwarded to the Board of Directors. A detailed job description is on file and available for inspection.

ARTICLE VI

NOMINATIONS / ELECTIONS / RESIGNATIONS

Section 1. A Nominating Committee shall be appointed by the Club President on or before August 31. The Nominating Committee shall consist of three (3) persons, one of which shall be selected to act as chairperson thereof. Prior to or at the September general membership meeting, the Nominating Committee shall inform the Secretary of their nominations for all elective offices. The following offices are elective: President, Vice-President, Board of Directors and any other position as the Board of Directors deem to be elective. The position of Secretary, Treasurer will be an appointed position.

Section 2. Any nominee for any Club Office or Official Club position or appointment must be a paid up (**by April 15th**) Individual, Driver or Lifetime member in good standing prior to being nominated. Nominees for all elective offices must have been active Club members for at least two (2) consecutive years immediately prior to being nominated. The nominee must be at least 18 years of age.

Section 3. The Secretary will read the Nominating Committee's report at the September general membership meeting and then receive nominations from the floor for each office. Nominations for the October election will close when so moved, seconded, and approved at the September general membership meeting. However, a blank space will be provided for each elective office on the ballot for write in votes.

Section 4. One half ($\frac{1}{2}$) of the Board of Directors will be elected each year to serve a two year term. If it is necessary to fill a vacancy during the year, the person receiving the next highest number of votes in the previous October elections will complete the full term of the individual they replace. (**Also see Page 4, Section 6**) All other Officers and elected positions will be for a period of one year or until their successors are elected.

Section 5. No person may hold more than one elected position.

Section 6. Voting. Ballots will be distributed at the October general membership meeting to each individual upon verification of currently active membership. Offices may be voted on separately or combined. Where an individual has been nominated for 2 or more offices, the highest ranking office will be voted on and counted first. The candidate nominated for multiple offices will then have his/her name removed from or left on the ballot for the next position based on the count of the previous vote. The Nominating Committee will count the votes in the presence of the general membership. In the event that an office or offices must be voted on separately, the order shall be: President, Vice-President and any other elected office and then the Board of Directors.

Section 7. Absentee ballots will be accepted from those who have stated a reasonable request for one, in writing, from the Club Secretary prior to the election meeting. Reasonable request may include serious illness, work schedule, death in family, travel schedule, etc. No absentee ballots may be requested by/for anyone at the October meeting.

Section 8. Results of the election are official when final count is submitted. In the event of a tie, another round of voting may take place immediately. Highest vote count will determine the elected position.

Section 9. Effective date of term of office is November 1st to October 31st of the appropriate year. All elected Officials must hold a valid Club membership prior to attending their first official meeting of the new calendar year.

Section 10. In the event of the President's resignation, the President's duties will be handled by the following order of succession: Vice-President, Secretary. Except for Vice-President, duties for the successor **do not** include service on the Board of Directors. If a successor is needed beyond the Vice-President, the next highest person receiving Board of Director votes for that year's election will be added to the Board.

ARTICLE VII

AMENDMENTS

Section 1. Amendments to these By-Laws may be adopted at any meeting of the Board of Directors provided due notice has been given in the call for the meeting.

Section 2. Proposals for rule changes for the following year must be submitted to any Board member or Club Officer by the first club meeting in September. Rule changes will be decided by the incoming Board of Directors, elected for the following year, prior to the December general membership meeting and announced at the December Club meeting.

Section 3. Except for safety, all rules adopted, approved by the Board of Directors will be printed in this document.

Section 4. The Board of Directors may change a prior written Racing Rule that has been deemed detrimental to the organization, given reasonable notice. Reasonable notice will be defined as the proposed rule change must be read at two consecutive Board of Directors monthly meetings.

Section One GROUND RULES

PENALTIES IMPOSED FOR RULE VIOLATIONS BEYOND THOSE SPECIFIED, MAY BE MADE BY THE RACE DIRECTOR AND/OR BOARD OF DIRECTORS

Item 1. All **BMMRC members** signing in for competition must show their current membership card or receipt. **Non-members** must identify themselves at sign-in and complete a driver information card during their first visit each year.

Item 2. Drivers of a micro midget must be at least 9 turning 10 years of age prior to 7/1. Those drivers' ages 10 turning 16 with no driving experience will be in the Junior 125cc class.

Ages 12 thru 13 turning 14 with 2 years Junior 125cc driving experience may move up into 250 Sportsman or 270 Open classes.

Ages 14 -15 with 2 full micro race seasons may move up to 600cc wingless class.

All first time (Rookie) drivers must attend the two scheduled BMMRC Rookie School and participate in all scheduled track practices for observation. **The Board of Directors must approve a Rookie driver as "competition capable" or participate in additional track practices. Rookie drivers will start in the rear of Heat Races, on probationary status, for at least three (3) race weeks and be regularly observed by Race Director for driving skill and ability.**

Drivers, up to the age of 18, must show proof of age (birth certificate, driver's permit or driver's license from state of residence).

Item 3. All persons entering the pit area during competition **MUST** sign all liability releases and wear their pit pass in plain view on their wrist. **Parents/guardians are responsible for their minor children.**

Item 4. All BMMRC members and Non-members are expected to become familiar with the BMMRC By-Laws, Rules and Regulations and shall conduct themselves accordingly.

Item 5. Female drivers will **NOT** be allowed to participate in any race related events while they are pregnant. Any woman who knowingly competes in a BMMRC race related event while pregnant will be disqualified from BMMRC insurance benefits.

Item 6. Any driver currently under medical treatment which may impair his/her driving ability must provide a medical release from their physician certifying their clearance to compete as a driver in regular micro-sprint racing events.

Item 7. Race vehicles may be driven, under power, in the pit area from the track to their pit space and from their pit space to the track with due caution not to exceed 5mph. Race vehicles **may not be driven** thru the pit area for purposes of test and/or tune. Helmets to be worn by all drivers while car is under power at all times. No engines to be running in the pits during intermission or driver's meeting.

4-wheelers or ATV's may be operated in the pit area at walking speed only but never during intermission. Operator must be at least 10 years of age to operate 4-wheelers or ATV's. No moving of tow vehicles or trailers during intermission.

Item 8. Persons using or under the influence of alcohol or suspected of substance abuse will be expelled from the track and subject to disqualification or suspension.

Section Two

COMPETITION RULINGS

Item 1. Car and driver must be ready to go when their race is called.

Item 2. A driver may qualify only one (1) car in each Class and receive points only for the qualified car.

Item 3. All cars must be signed-in, appropriate entry fees paid and car inspected before being allowed on the track. Multiple cars of the same owner and available to run in the same Class must have different car numbers registered and have the necessary registration fees paid.

Item 4. Switching of drivers after a car is qualified for the Feature must be reported to the Pit Shack. The Pit Shack, Race Director, and Chief Scorer must be aware of the change. If a driver change is made after a car/driver has qualified for a Feature event, that driver must start at the rear of the "B" Main or Consi and obtain a finishing position necessary to transfer to the Feature. If no "B" Main or Consi is scheduled for the Class, the car must start at the rear of the event for which it qualified. If the change does not result in a qualified position for the Feature, that car will not be permitted further participation in that event. Any driver not notifying the above Officials of the change will be disqualified with loss of points and prizes for that race date.

Item 5. A car is entitled to one (1) push lap. Car must then go to infield or follow the Flagman or Race Director's direction.

Item 6. Cars that have had a mechanical breakdown or are late or have some extenuating circumstance may be pushed off to warm up an engine at the rear of an event other than their own. Cars using this opportunity must go to the infield at the Flagman or Race Director's direction.

Item 7. A car that has not completed one (1) lap in an event prior to the Feature, MAY be allowed to compete, depending on car count for that Class.

Item 8. Any car liberating excessive oil, water, fuel, or smoke will be black flagged from the track.

Item 9. There will be **no repairing, replacing or removing any car parts on the track surface or infield during a Green, Yellow or Red Flag condition.** Track Officials and safety personnel are responsible for checking and approving damaged cars for further racing.

Item 10. A car must be on the racing surface, under its own power, and take the Green Flag (also referred to as the initial Green Flag) in order to be allowed to continue in that race. This will allow cars disabled before reaching the start/finish line to get Green Flag status and to receive a finish position and points. Cars dropping out after the Green Flag is given will be awarded positions based on the number of laps completed.

Item 11. No mirrors permitted on or in any race car. Radio communication equipment permitted on or in any race car that will only be used between the driver and Chief Scorer or assistant.

Item 12. From the start of a race to the Checkered Flag, the Flagman controls the event. All drivers must watch and obey the Flagman.

Item 13. Any car whose wheels stop on the track or any car causing the Yellow Flag to be displayed will be put to the rear. Cars involved in the caution, when re-started, will be placed in the rear in the order they were on the last completed lap, with the car causing the Yellow Flag to be displayed to the rear. Any car that goes "Dead on the track" three (3) times is charged with causing three (3) yellows or a combination of the two will be automatically out of the event. One push lap for re-start.

Item 14. Any car(s) entering the track after the "double-up" signal has been given and before the first green flag is displayed by the Flagman, must go to the rear of the field. If a caution is displayed during the initial green flag (heats, consi or feature), cars not involved in incident will line-up single file in original position, then doubled up again.

Cars not responding to commands via receiver or flagman for one complete circuit will be black flagged and sent to the infield for DNF.

All heat races re-starts after the first completed and recorded Green Flag lap will be lined up by the Flagman's signal and will be single file.

All features re-starts after the first completed and recorded green flag lap, will be lined up by the flagman's signal, and will be double file until 5 laps to go. Once there are 5 laps to go, will be single file.

After the first recorded green flag lap, the leader gets their choice of starting lane (inside or outside lane, of row 1).

Item 15. **The pole car sets the pace and "controls" the start of the race.** This will be referred to as the "start zone". The lead car may not accelerate prior to reaching this "zone". Once a jump start is called by the race official, (flagger, race director) the caution will immediately come out, any driver or drivers jumping the start attempt will be moved to the rear of the field. On single file re-starts, cars are to be aligned nose-to-tail. Cars moving outside this nose-to-tail alignment prior to the Green Flag/Light may be cited for having jumped the start. "Jump start" calls will be the responsibility of the Race Official.

Item 16. It will be permissible for the Flagman to stop the race and re-start it again if the Flagman encounters problems with the order.

Item 17. All Features will run 25 Green Flag laps or 30 minute time limit. One final restart will be attempted after time limit has been reached. If curfew time is a factor, laps may be reduced to 20.

Item 18. All events will be concluded with a Green lap, White lap and a Checkered Flag in that order. No race will end under a Yellow Flag condition.

Item 19. If the race has gone 17 laps or more, and in the opinion of the Flagman and/or Race Director it is unsafe to continue, positions will be awarded in the order that they would have re-started.

Item 20. A rolled up Black Flag may be given as an initial warning. A driver may be put to the rear of the field, put out of the race, or black flagged with a DQ. For said offense at the Race Directors discretion, which include but not limited to; foul driving, intentionally cutting the mark, unnecessary bumping, crowding, chopping, banking, charging corners, blocking, unsportsmanlike driving, or inappropriate driving. The Race Director may stop the race to assess the appropriate penalty. Any driver given the Black Flag may be subject to further disciplinary action.

Item 21. Any car passed two (2) times by the race leader or causing a safety issue any time on the track may be required to go to the infield and will cease to be scored. Race Director to make this decision.

Item 22. A flat tire will be immediate cause for removal from race, exception the left front.

Section Three

SPECIFICATIONS

The following specifications and rules will be enforced by the Club Technical/Safety Committee. All cars must be tech/safety inspected and approved before being permitted on the track.

Item 1. Safety/technical inspections will stop at the beginning of warm-ups. Inspections after that are subject to the availability of Safety/Tech Committee members. No car will be allowed on the track without a clearly legible current inspection sticker on the car and driver's helmet.

Item 2. Driver's helmet must be a SA 2015 or higher rating, full face coverage type, and have the readable SA sticker inside helmet. In competition, face shield use is mandatory.

Item 3. All drivers will wear a SFI rated uniform in good condition, with no holes or tears in uniform. All drivers shall wear SFI rated shoes with socks to cover all exposed leg areas that are not covered by the uniform. It is recommended to wear fire proof underwear and head sock.

Item 4. Safety belts, lap, shoulder, and anti-submarine belts must be **in good condition, with readable date, not older than 2 years, and securely attached to the vehicle. Seat belts must not be wrapped around the lower frame rail at point of attachment.** To prevent seat collapse in high impact crashes, the shoulder harness will be secured below the driver's shoulders and properly routed over a crossbar located between the frame roll cage uprights and just below the driver's shoulders. SFI rated driving gloves and neck supports are mandatory. The neck support may be a yoke, collar, shoulder harness or professionally manufactured, name brand, restraint system designed for that purpose. If a driver's required personal safety equipment falling outside the race car during the time the car is on the race track, it is the driver's responsibility to stop to retrieve safety equipment. If said equipment causes a caution, then track workers must check each driver for missing equipment. Driver will be permitted to reinstall retrieved safety equipment and must rejoin at rear of field. If a driver is found to continue racing without proper safety equipment, then he/she risks the chance of being DQ'ed.

Padding on the roll cage bracing or padded head rest behind the driver's head is mandatory. Arm restraints must be worn and should be adjusted to keep the driver's hands below the top of the roll cage. A State requirement to wear corrective lenses, if indicated on a driver's license, is also a requirement when operating a race car.

Item 5. Chain guards will be installed on all cars where chains are exposed to the driver. Drive shaft equipped cars must have rotating shaft protected.

Item 6. All nuts, bolts and component parts of each cars suspension and steering system must be secured and have lock nuts, lock washers, cotter keys, thread locking compound, be safety wired or **"R"** or similar clip is required to be used at the ends of all splined axles. If found with part missing, must be on by next race.

Item 7. The car must be equipped with positive (working) on-off or kill switch and a fuel shut off valve. The switches and the valve must be clearly **labeled, ON/OFF, on a bright orange background**, within easy reach of the driver while in a racing position and visible to the on-track safety crew. Any car equipped with a separate fuel pump switch must also have this switch marked as above. No pressurized fuel tanks will be permitted. No fuel tanks permitted in the

cockpit. All outside mounted fuel tanks must be protected by nerf bars or rear bumper. **(Also see Item 14)**

Item 8. Radiator hoses on all multi-cylinder 600cc cars must be of good quality and labeled automotive heater or hydraulic type. No clear plastic or plastic reinforced hose.

Item 9. There must be an approved firewall between the driver and the engine. Sheet metal, aluminum, fiberglass, or high impact plastic may be used.

Item 10. Must be a minimum of 1 ½ inches measuring below the bottom of roll cage and above the driver's helmet with the driver seated upright in the car

Item 11. Cars must be equipped with a roll cage of sufficient strength to support the weight of the car and driver. Roll cage must have gussets at the intersecting bars to the uprights.

Item 12. Roll cages shall be made of chromoly steel or material equivalent in strength. A 1/8 inch inspection hole shall be drilled in same for measurement of the material used. The recommended minimum roll cage material and size for all cars under 300cc will be 1 inch diameter and .065 wall thickness. For all 4-stroke and multi-cylinder 600cc cars, the recommended minimum roll cage material is 1 ¼ inch diameter and .065 wall thickness. The roll cage must have sufficient fore and aft bracing. Bends must have at least 3 inch radius. No square or pointed corners permitted. Structural integrity of the car is the responsibility of the owner.

Item 13. All cars must be equipped with nerf bars firmly attached to the car using bolts and lock nuts or "R" clips. Bars must extend to center tread of tire but **not** beyond the outside edge of the tire without the driver in car. Nerf bars must be axle high to the body. No parts of the car will be allowed to extend beyond the outside edge of the tires.

Item 14. Cars must have bumpers extending forward of the front and behind the rear tires and secured using bolts and lock nuts or "R" clips. Bumpers cannot extend beyond the inside dimension between the tires. No sharp corners to hook or damage another car. Cars using a tail fuel tank must have an acceptable, reinforced, bumper installation, rear bumper hoop recommended or a fuel bladder. **(Also see Item 7)**

Item 15. Cars must have a floor pan extending from the front of the driver's seat to a place forward of the driver's feet. Floor pans may be installed above or below the frame rails. They must be secured using metal fasteners. No wire or plastic wire ties.

Item 16. All batteries must be encased in a battery box and securely attached to the car.

Item 17. Wings are optional in the 125cc Junior, 250cc Sportsman and 250cc Open Class. If a wing is used, the air foil may not exceed twelve (12) square feet. *(Square footage of the airfoil will be measured by multiplying the length and width (in inches) and dividing the total by 144).* Side boards may not exceed thirty (30) inches by fifty-four (54) inches + ½". The wing must be mounted so it does not obstruct the driver's vision.

A plumb measurement from the wing sideboard bottom edge may not extend more than four (4) inches beyond the outer edge of the rear tire(s), without driver in car. When racing without a

wing, all mounting brackets, except those welded to the chassis, must be removed. A nose wing is optional. Center air foil cannot exceed 4 sq. ft. (576 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil. Nose wing must not extend beyond the outside of the front tires, or beyond the front bumper. Center foil must be one piece. No split or bi-wings permitted. Maximum dimensions of each side panel are 10-1/4" x 24-1/4". Only two side panels allowed. Panels must be parallel. No kick-out allowed. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

Item 18. Shifters. If the car is equipped with a shift lever, it must be mounted in the driver's compartment or outside of the car on the opposite side of the chain drive. Panhard bar and wing adjuster levers must be angled safely away from the driver.

Item 19. Brakes must be of sufficient strength so as to slide the wheels and stop the car while in motion on the track. Brake rotors on all 600cc cars must be at least 9 ¼ inches in diameter.

Item 20. Tread: Minimum, center to center - 36 inches.

Maximum rear tire(s) overall width (measured outside to outside) **65"**

Car must pass thru scale guides. The scale guides will be used to measure tire width for legality.

Item 21. Wheel base: Measured center of front axle to center of rear axle.

Minimum - 53 inches

Maximum - 70 inches

Item 22. Wheels & Hubs: Eight inch or ten inch wheel diameter combinations allowed. No thirteen inch diameter wheels allowed. No knobby, tractor or implement tires on the rear. Right front and right rear wheels used in all Classes should be those "designed for racing". Right rear, one piece style center wheel section must have a thickness of at least .300". On 600cc cars, no lightening holes, except those designed by manufacturer, on rear wheels between wheel studs and wheel center. No lightening holes on hubs. Broken wheels or hubs occurring during practice or competition will be examined immediately to determine legality. Violators will be suspended from further competition for a period of time to be determined by the Technical Committee and Board of Directors.

Item 23. No car will be allowed to compete that requires dismantling any part thereof to enter or leave the cockpit with the exception of the steering wheel.

Item 24. The steering wheel must be attached with a quick release hub. Hubs to have push-in, non-removable, metal release pin or Troyer type. No bolts or nuts.

Item 25. All cars must have complete bodies. All car body sections, bumpers and nerf bars must be in place at the start of all races. Portions of the car bodies such as nose, tail or side section may be left open for cooling. Amount of opening is subject to approval by the Technical Committee. Perforated metal tail section is permitted. Air scoops must have no sharp edges. Cars must be sprint car style appearing.

Item 26. Car bodies must be of aluminum, metal, fiberglass or high impact plastic and painted in attractive paint schemes. Except for tail tanks, no body work may extend more than two (2)

inches beyond the rear main roll cage upright. Body work on both sides of the driver's cockpit must be constructed in such a manner so as to leave at least a ten (10) inch vertical opening on both sides to allow emergency personnel to gain access to the driver.

Item 27. All cars must have legible numbers on both sides of the tail and on the front of the body. If a wing is used, the same number must be on both sides and top of the wing. Minimum number height is eight (8) inches on the nose, ten (10) inches on the tail and twelve (12) inches on the wing and a recommended number width of three (3) inches. 600cc wingless micro sprints must have their number on right side of car in upper left sail panel; the Minimum number height is six (6) inches. No holographic ("Bubble-type" graphic) numbers. If a nose wing is used, the number must be on both the nose and the nose wing. If a letter is used in the car numbering, it must stand alone from the number and be at least half ($\frac{1}{2}$) the height of the number(s). The numbers must stand alone from any advertising. However, if the Chief Scorer cannot clearly distinguish and read the car number, the car will not be scored.

If a car changes ownership during a race season, **the original car number**, if duplicated in that Class, **must be changed**. Any new or previous car owner needing a number change must contact the Club Secretary to secure an approved number. Numbers 00 through 09 and 0 through 99 will be used for each Class. **No car numbers may be reserved or changed prior to paid-up owner membership and registration for the current year.**

Item 28. **The number 1 is reserved for the previous year Class Point Champion.** If the previous year Class Point Champion uses the number 1, then their number from the previous year is reserved for their car in the current year. If the previous year Point Champion does not use the number 1, it is held in reserve.

All registered cars must have been inspected and competed or attempted to compete in at least three (3) point races during the registration year in order to retain its registered Club number for the following year. All car number re-registrations must be completed BEFORE APRIL 1 to assure retention of a previously registered Club car number. (Also see Page 2, Section 3a.)

Section Four

ENGINE CLASSIFICATION / CAR WEIGHT/ WEIGHING

Item 1. Minimum weight refers to car and driver with all component parts as the car went on the track. Failure to meet weight specifications at the completion of an event will result in disqualification.

- a) Top five (5) finishing cars in a race, in all qualifying races, must weigh following that event. If, however, a driver is racing in another Class immediately following the event, and unable to weigh immediately, that car must be left in the infield until the conclusion of the next Class race. Both cars and driver will then be weighed.
- b) The top five (5) finishing positions in all Feature events must weigh. Cars must proceed from the track exit directly to the scales. Cars that return to their pit space without weighing will be disqualified.
- c) To prevent possible disqualification, it is the responsibility of the driver to verify with the scale house personnel that their car has met the required weight before leaving the scales.
- d) Any car(s) not required to weigh will automatically move up one or more positions, without weighing, if preceding qualified car(s) are disqualified for any reason.

Table C

CLASS	MINIMUM WEIGHT	
	600 LBS	775 LBS
125cc Junior (250 4-stroke)	Up to 136cc Up to 270cc	
4-Stroke Wingless	single cylinder up to 636cc	any multi-cylinder over 270cc up to 637cc
250cc Sportsman	single cylinder liquid cooled 250cc single cylinder air cooled 270cc	
250cc Open (450cc 4-stroke)	single cylinder up to 270cc	

250cc Sportsman Class is for **250cc single cylinder** liquid-cooled from the year 1992 and up. Sportsman 250-270cc single cylinder air cooled motors. Minimum weight 600 lbs

No Road Racing motors of any manufacturer will be allowed.

(See Page 20 for a complete detailed list of motor specifications for this Class)

125cc Junior Class is for 2 cycle 125cc motors.

Maximum displacement 136cc Minimum weight 600 lbs

125cc liquid-cooled motors must compete in the 125cc Junior Class.

4-stroke 250 engine max displacement 270cc - Fuel injection is permitted, if fuel injection is used, the motor must remain stock bore and stroke and have OEM throttle bodies.

600cc 4 Stroke Wingless Class

Minimum weight 775 lbs. for multi-cylinder motors

(See Page 21 for a complete detailed list of motor specifications for this Class)

Open 250/270cc Class is for single cylinder 2 cycle 250cc motors

with a maximum displacement of 270cc. 450cc 4-stroke engines may use fuel injection with OEM throttle body modified for use with alcohol. Minimum weight 600 lbs.

No Road Racing motors of any manufacturer will be allowed.

Item 2. No Rotary engines allowed.

Item 3. No turbo or supercharged engines allowed.

Item 4. Any type of transmission or clutch, except torque converters, may be used.

Item 5. All exposed fly wheels must be completely covered with a guard or shroud.

Item 6. No cable steering allowed.

Item 7. Any material used for the purpose of adding to a car's weight must be firmly attached to the car's structure and have the car number identified on the weight. Attachments' using plastic ties does not constitute "firmly attached". No liquid or loose ballast such as sandbags, rocks, log chains, etc.

Item 8. Exhaust systems may not extend outside the nerf bars. Pipes may be above frame but no higher than the top of the roll cage.

Item 9. Mufflers are mandatory and all cars will be checked for excessive noise. Cars with exhaust systems that become loose or disconnected at the header causing excessive noise will be black flagged from the track. Noise level must not exceed 100 db.

Item 10. Fabrication of critical parts of the car listed below must be welded:

Frames & roll cages

- a) Running gear attachment brackets
- b) Cowl frames
- c) Back rest and fuel tank mounts
- d) Bumper mounts
- e) Nerf bar mounts
- f) Front axle mounts
- g) Steering mechanism mounts
- h) Engine mounts
- i) Vertical and/or Horizontal Side bar(s). Minimum 3/4 inch O.D. Vertical (i.e. Stevie Smith), bar(s) must be welded to the roll cage as to prevent cockpit intrusion from other cars.

Section Five

FUEL

Item 1.

- a) Any gasoline, methanol, ethyl alcohol, or diesel fuel.
- b) Castor or motor oil may be mixed with any fuel.
- c) Except for 2 cycles, there will be no fuel mixing.
- d) All other fuels or additives are illegal including thermal charged or nitrated fuels or use of oxygen inducing chemicals.

Item 2. The method used for determining whether oxygen induced or nitrated fuel samples exceed legal limits will be that of the currently available professional fuel testing equipment, i.e. Pro-Chem or Digitron, done at the track by a BMMRC tech person. Fuel samples may be sent to a certified laboratory for further analysis. A tolerance of 2% by volume maximum of additives will be allowed to compensate for statistical chemical analysis.

Item 3. Any car owner whose fuel is found to exceed the tolerances allowed for nitrated or oxygen induced fuels shall be fined the cost of the test. The car owner and the driver will be subject to a one (1) year suspension from BMMRC racing competition and lose all accumulated points for that season.

Item 4. During the taking of a fuel sample for testing, an inspection will be made of the car's fuel system. Any unusual containers or lines used for transferring fuel other than the main line from the fuel tank to the carburetor or injector pump, will be subject to further inspection and if found illegal will be grounds for disqualification and suspension.

Item 5. Any car owner or driver competing in a BMMRC sanctioned event agrees to abide by the findings of the test results from the testing facility chosen by the Board.

Section Six

250cc Sportsman Rules

Item 1. Spec 250cc liquid cooled engine

a) The following are the approved engines; 1992 to 2007 Honda CR 250cc, 1999 to current year Yamaha YZ250cc, 1999 to current year, any other manufacturer of 250 2 stroke.

Item 2. Cylinder and head must hold a minimum of 20.5cc of fluid for a compression ratio test.

The volume is measured with the head bolted to the cylinder of a race ready engine, when the piston is at TDC (Top Dead Center) and measured to the top of the spark plug threads.

Item 3. The engine must be stock in configuration and appearance with no internal or performance modifications other than those modifications listed below: (all other internal or performance modifications will be considered illegal)

- a) Any carburetor
- b) Any pipe
- c) Any fuel pump
- d) Any piston manufactured as an OEM replacement for the approved engine.
- e) Power valves may be removed and replaced with a plug.
- f) Clutch linkage and kick-starter assemblies may be removed and plugged.
- g) Remove and weld aluminum lug by chain sprocket on engine side case.
- h) Remove and weld aluminum casting on case half where carburetor rests.
- i) Aftermarket covers may be used for the: clutch cover, ignition and/or power valve.
- j) Clutches may be removed and clutch hub may be altered or replaced with an aftermarket hub.
- k) Cylinder modifications any internal modifications that do not alter the appearance of the outside of the cylinder.
- l) Any OEM or aftermarket boot may be used, no inserts
- m) Modifications for carb retention are allowed as long as they do not enhance performance
- n) Stock Honda, Yamaha head, no inserts..
- o) Head cutting is allowed – must meet 20.5cc fluid test.
- p) The clutch side may be sealed from the gear case and an additional fill plug may be added.

Item 4. Additional Clarifications

- a) Stock Bore
- b) Stock Stroke
- c) Stock OEM Crank and Rod, no modifications, aftermarket OEM replacement rods may be used (ex. Wiseco, Vesrah, Hot Rods, Pro-X, etc.) Aftermarket OEM replacement cranks are legal pending approval by technical committee.
- d) No base or spacer plates
- e) The following stock OEM gaskets must be used and may not be modified: Head
One Stock Honda or aftermarket OEM equivalent head gasket must be used. Two aftermarket reed gaskets may be used – one on each side of the reed cage, however their thickness must be between .015” and .025”. A single aftermarket base gasket may be used; however its thickness must be between .015” and .025”. Yamaha stock “O” ring.
- f) Ignition must be stock appearing; any plug wire, spark plug or spark plug cap may be used.
- g) Stock OEM reed cage and reeds from a 1992 to 2007 Honda CR250cc, 1999 to current year Yamaha YZ250cc model year engine – no modifications
- h) No reed spacer, unless OEM supplied
- i) No case porting

Item 5. 270cc Air Cooled Engine

- a) Engines marketed as an air-cooled 250cc displacement or fewer engine.
- b) Maximum piston displacement shall be 270cc.

Section Seven

600cc Micro Sprint Universal Engine Rules

1) Terms and conditions

- a) If a change or modification to the stock engine or its parts is not included in these rules then the modification is considered legal.
- b) The word "stock" means un-modified factory original parts or components.
- c) No mixing engine parts from other motorcycle manufacturers. For example: Only Yamaha parts can be used in a Yamaha engine.
The case determines the model year and that is what determines the stock bore & stroke for that engine.

2) Overall Engine

- a) No limited production race motors allowed. Must be a production motorcycle engine, 4 cylinders 4 stroke.
- b) No titanium anywhere in or on the engine, unless it comes stock form manufacturer of engine on the production bike or used as bolts in aftermarket rods.
- c) Must have engine, clutch, and transmission all in one unit.
- d) Must be Chain Drive.

3) Bore and stroke

- a) 600cc Maximum displacement for an engine model that was new in 2006 or newer. Older engines maximum displacement is 637cc. Engine model is defined as a manufacturer redesign of overall engine. See Specification list.
- b) No strokers or de-stroked engines.

4) Head and cams

- a) NO PORTING or deporting of intake or exhaust runners.
- i) Valve jobs, valve grinding, valve seating, valve seal modification and valve seat cutting are allowed.
- ii) Valve seat inserts may be reworked or replaced with any seat of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Valve seats can be ground with multiple angles. Blending of the valve seat into the head is permitted but cannot extend more than $\frac{1}{4}$ " into the aluminum head measured from where the seat meets the head.
- b) OEM Head only.
- c) Valves cannot be larger in diameter than factory stock valves.

5) Bottom End

- a) No machining to remove weight from the crank (balancing of crank is ok) (no after-market cranks) (no lightweight cranks) No polishing or coatings of any kind.
- b) No aluminum connecting rods.
- c) No dry sump systems are allowed unless it comes from the motorcycle manufacturer as original equipment.

6) Clutch/Transmission

- a) No removal of clutch.
- b) Clutch must remain operational.
- c) No modification to the stock transmission gears, no close-ratio gears or nonstandard gear-ratios. All gears must remain in transmission, no removing any gears. No polishing or coatings of any kind.

7) Ignition

- a) No aftermarket ECU's, stock appearing ECU only. ECU must be a production ECU that was originally supplied by the same manufacturer as the engine. Racing ECU's may be used, as long as they were originally supplied by the same manufacturer as the engine. Ex: Honda motorcycle engines must run ECU's that were supplied by Honda on their motorcycle engines. Re-flashing of ECU and factory race ECU's are allowed. Rev limit for all 600cc (nothing larger than 600cc) engines is 16,100 rpms. Rev limit for all 636cc engines is 14, 800 rpms. U6SA specified Rev Limit must remain intact at all times (no switched or gear specific limiters). If a computer is hooked up to check the ECU it must be set to U6SA specified rpm's, no tolerance. See specifications list for RPM limits.
- b) All cars must have the PA standard 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.
- c) No aftermarket coils.
- d) No gear position sensor may be used. The sensor may be in place on the engine, but cannot have any wires connected to it. Gear position wire from ECU may not be switchable.
- e) No traction control device.
- f) No more than one ECU box present in or on car.
- g) A 100 rpm over rev tolerance for the purpose of tech inspection is acceptable. (Note: this does not mean you can turn up the rpms in any ECU by any amount).
- h) Switchable wires for changing ignition maps, fuel maps, or rev limits must be contained and secured in the wiring harness. (the wires must be taped up, not visible, and unable to be switched in any way).

8) Air Induction system

- a) No mechanically forced induction (turbo charging, supercharging).
- b) Any carburetors may be used on any engine, regardless of year of engine.
- i) Note: Switching to carburetors on engines that came with fuel injection usually increases the rev limiter due to the removal of the injectors as the ECU cuts fuel to limit rpm's before it cuts the ignition. A reflash of the ECU will be required if using carburetors in order to comply with the rev limit rule 7. a)
- c) If the engine did not come from the factory with fuel injection, fuel injection may not be used.

9) Exhaust

- a) A muffler must be used with the exhaust system that will keep noise levels within individual track limits.

10)Charging system

- a) No removing the charging system, it must remain in complete working order, no factory racing charging systems.

11)Self-Starting

- a) 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.

12)Fuel

- a) No fuels other than alcohol, gasoline, and/or top lube. Nonflammable top lube only, no exotic fuel additives, no oxidizers, no fuel enhancer top lube.
- b) Fuel tanks must contain a bladder. A fuel tank with a bladder is further defined as a plastic outer shell with a rubber inner container.

13) Minimum weight

- a) Minimum weight at all times is 775 pounds wingless, car and driver. If weight is added it must be firmly bolted in place.

Section Eight

DISQUALIFICATION / SUSPENSIONS / PROTESTS

Item 1. Any individual found guilty of corrupt practices or nonconformance with the Rules, Regulations, By-Laws, or Articles of Incorporation of this Club, shall be liable to reprimand, fine up to \$250.00, suspension, or expulsion for up to one (1) year or more as the Board of Directors deems proper. Corrupt practices include, but are not limited to: giving, accepting or offering a bribe to drivers, owners or Officials involved in BMMRC activities; conspiring or committing fraudulent practice; guilty of unfair practices; and altering technical specifications after a vehicle has been approved by the Tech Committee. Also, if you are identified making vocal or written comments detrimental to the Club or track in a public forum, i.e. *The Internet*, you will be subject to disciplinary action.

a) Conduct detrimental to racing and unsportsmanlike conduct including, but not limited to, fighting and foul language in front of spectators.

FIRST OFFENSE: Will automatically result in a \$50.00 fine and/or suspension for a period deemed appropriate to the incident.

SECOND OFFENSE: Will automatically result in a \$100.00 fine and/or suspension for a period deemed appropriate to the incident.

THIRD OFFENSE: Will automatically result in a review before the Board of Directors for possible expulsion from the club.

b) A driver who is considered to be driving intentionally reckless with disregard for other competitor's safety and equipment will be Black Flagged.

FIRST OFFENSE: Will automatically result in \$100.00 fine with loss of position and points accrued for the night, and/or subject to suspension deemed appropriate to the incident.

SECOND OFFENSE: Will automatically result in a review before the Board of Directors for possible expulsion from the club.

All fines must be paid and suspensions served before being allowed in the pit area and/or to compete as a driver.

Item 2. Any proven false statement(s) made on any document presented to, or concerning the BMMRC, by any member, member applicant or visitor, shall draw penalties as the Board of Directors deem proper.

Item 3. The Flagman, Chief Scorer, Race Director, and their assistants are NOT to be approached by any owner, driver, or crew member during a race event. Anyone doing so **may** be subject to a fine and/or suspension. Any non-protest questions are to be in writing and taken to the Pit Shack. **(Also see Item 9)**

Item 4. **PROTESTS.** Protests must be submitted to the Pit Shack, in writing, citing the rule or technical specification being protested within fifteen (15) minutes after the finish of the completed event is posted at the Pit Shack.

a) **Competition protests:**

Protests dealing with competition rulings must be accompanied by a twenty dollar (\$20.00) fee per incident protested. If the protest is upheld, the entire fee is refunded to the protester and the illegal party will be disqualified from the protested event. If the protest is denied, the fee of twenty dollars (\$20.00) is payable to the BMMRC Point Fund.

c) **Technical protests:**

Protests dealing with single cylinder engine specifications must be accompanied by a fifty dollar (\$50.00) fee; a one hundred dollar (\$100.00) fee for 4-stroke engines. If an engine protest finds the protested party illegal; the protester will have the fee refunded.

Within 15 minutes of notification of a protest, the protested car will be brought to the inspection area. A fan may be used to speed engine cooling. Technical inspection(s) will begin within one (1) hour of the conclusion of the night's racing events.

If found illegal during a Point Event:

First offense: Loss of all points accrued for the night, as well as loss of any purse money for the night. A one hundred dollar (\$100) fine will be assessed the car owner and the driver will be suspended from competition for a period of the next two (2) point races run.

Second offense: Loss of driver points and suspension from competition for the balance of the race season. The car owner will also be fined the sum of two hundred and fifty dollars (\$250).

An illegal engine must be re-inspected upon return for racing.

If the protested party is found to be legal, the protest fee will be payable to the protested party.

All fines must be paid and suspensions served for either offense before the Member/Non-member is allowed to participate in any BMMRC event.

Item 5. In case of protest involving the Technical Committee, the Tech Inspectors, driver, and or owner of the protested car will be the only persons allowed in the inspection area. The Tech Committee will not become involved in disputes but will submit their findings to the Race Director.

Item 6. **TECHNICAL INSPECTIONS.**

Car and engine inspection(s) for legality may be made at random after that Class's Feature event by a member of the Club's Technical Committee measuring any Feature finishers in a Class or in all Classes. Car and engine inspections may also be called for by a protest from a competing team in the same Class and by posting the appropriate protest fee(s) (**see Item 4. Protests**)

Select finishers of Feature event must report directly to the Tech bunker after they scale. Failure to report directly to Tech bunker will result in disqualification.

Engine inspections in all cases will be performed by the Club's Technical Committee using the Club's inspection tools including the approved test(s) for illegal fuel.
(**see Section Five, Fuel Items 1, 2, 3**)

Refusal to allow engine measurement or fuel to be sampled for legality will automatically deem the car to be illegal. An illegal engine found during inspection will automatically disqualify the car, owner/and or driver from any already participated event(s) and subject to additional fines and suspensions as noted below.

If found illegal during a Points Event:

First offense: Loss of all points accrued for the night, as well as loss of any purse money for the night. A one hundred dollar (\$100) fine will be assessed the car owner and the driver will be suspended from competition for a period of the next two (2) point races run.

Second offense: Loss of driver points and suspension from competition for the balance of the race season. The car owner will also be fined the sum of two hundred and fifty dollars (\$250).

All fines must be paid and suspensions served for either offense before the Member/Non-member is allowed to participate in any BMMRC events.

Formula used for determining engine legality:

Measure cylinder bore (inches), then square the number (i.e. multiply by itself)

Multiply the product by .7854

Multiply the product by the stroke (inches)

For multi-cylinder engines, multiply by number of cylinders

Multiply the product by 16.39 to convert to CC's. **(see Page 17 for maximums)**

Item 7. All Technical/Safety Committee decisions are final.

Item 8. Any verbal protest to an Official by any member of a car crew will automatically disqualify car and driver for the complete program for that date.

DRIVERS ARE RESPONSIBLE FOR THEIR CREW MEMBERS.

Item 9. Decisions rendered by the Race Director during the running of any event will be binding. An appeal of that decision must be submitted in writing to the Board of Directors members and Officers present at that event. Their decision will be final and binding.

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