

2011 Rulebook

Section One

CONSTITUTION

A. NAME

The club shall be known as the CAN-AM MIDGET CLUB INC. as registered in the State of New York and the Province of Ontario.

B. OBJECT

The object of this club shall be to promote safer and more interesting racing for the public's viewing. Also it shall do its utmost to improve and refine $\frac{3}{4}$ (TQ) MIDGET racing and this type of car.

C. JURISDICTION

This club shall exercise jurisdiction over all persons engaged in driving, handling, and preparation of a TQ midget for racing. And all persons officiating and in related employment, or racetracks under Can-Am sanction.

D. DISSOLUTION

Shall be required by law in the State of New York and the Province of Ontario.

E. MEMBERSHIP

The applicant for membership must maintain good standing with the community that the applicant resides in. No applicant shall be disqualified or discriminated against because of creed, colour, or race.

F. SPIRIT & INTENT

Can-Am racing is a sport intended for fun and enjoyment of club members.

These rules and regulations are the standard by which the Can-Am Midget Racing Club will be guided. They are intended to establish the legality and safety of the cars & engines and define driver and crew conduct.

The spirit and intent of the rules will be the standard by which sanctioned events will be guided. Event officials are authorized to decide if an equipment change or design change is an attempt to "beat" the rules. They can and will disqualify an entry in violation of the spirit and intent of these rules.

G. DISCLAIMER

The rules and regulations set forth herein are designed to provide for the orderly conduct of the racing events and to establish minimum acceptable requirements for such events.

and shall be an exofficio member of all committees. He or she shall have the power to call a special meeting of the executive committee when, in his or her judgment, it is necessary.

- b) The outgoing President will remain on the board for 1 year as a non-voting advisor if not holding a position for the new year.
2. The Vice-President shall assume such duties normally pertaining to that office and assume the chair in the absence of the President at any meeting. The Vice-President will also be chairman of the membership committee.
 3. In the event of absence of both aforesaid officers, the membership shall elect an acting Chairman to take charge of the meeting.
 4. The Recording Secretary shall keep a correct record of the proceedings of all meetings and maintain the same as the official minutes of this club.
 5. The Treasurer will pay all bills duly authorized for payment and control the moneys, furnishing the membership with a report at their next monthly meeting. Any of the three officers with signing authority shall be required to deposit any moneys in the bank in the name of the club.
 6. The Board of Directors shall have the control and management of the affairs and business of this organization. The Board cannot make or change rules, this is done by the membership. All elected board members in attendance unless directly involved must cast a vote on all issues that result in a board vote

C. DUTIES OF APPOINTED OFFICIALS

- 1a) Race Director: The race director is in charge of all Can-Am officials at the track and has overall responsibilities for the safe and competitive conduct of each Can-Am racing event.
 - b) The race director will also hold a non-voting position on the board of directors.
2. Starter: The starter (flagman) shall be in charge of bringing the cars to the starting line in a proper and orderly fashion to ensure an equitable and safe start. The starter must display the proper flags throughout the entire event. Please remember: The Starter has control of the cars from the time they enter until they exit after the competition. The starter is under the direction of the race director.
3. Scorers: To score the event, provide results of each competition and work closely with the starter in providing important data during the running of the event. The scorers shall make the final determination as to positions of vehicles on restarts.

4. Corner Workers: to assist with the safe operation of the race event and observe driving behavior. They must report situations of safety to the race director and assist him as required during the event.
5. Technical Committee: To inspect all cars for compliance to the rules. To exercise all decisions involving technical matters and to report to the Race Director.

D. CLUB YEAR

The Club's fiscal year shall be from January 1st to December 31st.

The Club year for officers and the board of directors shall run from the first meeting after the elections meeting until the following year's elections meeting.

A minimum of 3 general meetings will be called by the Board of Directors during the "off-season".

E. FINANCES

1. Fees are due and payable on the 1st day of January or at the first club meeting after that due date. Membership dues for up coming year will be printed on the membership application form. A driver, owner, or club official must be a paid member of the Can-Am Midget Racing Club or a recognized club with which the Can-Am club has a reciprocal arrangement to accrue points or earned purse money in any Can-Am race event.
2. Three officers shall have the authority to negotiate, make, sign and draw all cheques or orders against the bank account of the club. Two of the three signatures are required on any such cheque or order.
3. An inspection may be made at any time by club officers or two (2) representatives of active member into finances of the club.
4. Point fund money should not be for a specific track but should be divided up among the club members, according to points earned in all club events.

5. Point fund breakdown is as follows:

<u>Purse</u>	<u>Pay Top</u>
a) \$20,000 +	20
b) \$15,000	15
c) \$10,000	10
d) \$ 5,000	5

More than \$20,000 to be decided on by the Board of Directors.

F. ELECTIONS

1. All officers shall be elected for 2 years terms.
2. Nominations will be open and closed from the floor at the regular meetings in the months of September and October and the elections shall be held by secret ballot at the fall meeting.
3. A Nominee wishing to decline nomination shall do so before the voting begins.
4. Any Nominee must accept nomination in person or in writing to any officer of the Club prior to voting. If the Nominee declines, see above. If the Nominee stands for office and is absent from the elections meeting, he/she is still an eligible candidate.

G. VOTING

1. Voting on all matters shall be by majority show of hands, unless otherwise specified in the Constitution or By-Laws. Each member shall cast one (1) vote on matters requiring a membership vote, except the president or in his or her absence the Vice President, who shall have the deciding vote in the event of a tie.
2. There shall be no proxy voting allowed.
3. Only members holding owner or driver status will be allowed to vote on specifications for car and engine. All paid in full car registration must also receive a minimum of 120 points in order to vote on any car, engine, or racing rules. Registered car number which attended 50% or more of the Can-Am Midget sanctioned events gets maximum two (2) votes per car, 49% or less gets one (1) vote for car, engine and racing rules.
4. At the request of one (1) member, the secret ballot method will be used for voting on any motion.
 - 5 a) All members must have their membership and car registration paid in full by August 31st in order to vote on any rules or elections for the year.
 - b) Voting to be done at the rules meeting for the coming season.

EXAMPLE: To be eligible for 2012 season, rules must be presented at the October 2011 technical meeting.

H. QUORUM

No business shall be transacted at any general meeting at which less than twenty-five percent (25%) of the membership is present.

No business shall be transacted at any engine or chassis meeting at which less than twenty-five (25%) of the car owners are present.

Section Three TQ MIDGET RACE CAR SPECIFICATIONS

A. CHASSIS

1. Wheelbase: 66 INCHES MAXIMUM
 58 INCHES MINIMUM
 2. Tread: 44 1/2 INCHES MAXIMUM
 38 INCHES MINIMUM
 3. Maximum 13 inch diameter wheel may be used provided the tire, when mounted and inflated does not exceed 23 inches overall diameter and is not less than 15 inches in diameter.
 4. Wheel Width: 9 inch, right-rear inside bead-to-bead maximum. 8 inch left-front, right-front, and left-rear inside bead-to-bead maximum.
 5. Tire Width: 10 inches tread width maximum MG5. Compound numbers must be visible on all tires, Hoosier tires only.
The Can-Am Midget Club has an exclusive contract with Hoosier tires until the completion of the 2013 racing season. Competitors must run Hoosier tires exclusively
RR tire – Hoosier MG5 10/22.5 – 13 (13195 or 13196)
All other corners – Hoosier any compound/construction
- 6 a) 1991-1995 Kawasaki ZX7 motors with “J” carbs (manual specs 39mm Keihin CV) 910 lb. with driver.*
- b) New generation Kawasaki (1996 – 2003) with butterfly carbs only (as supplied by original equipment, no modifications to carbs) to weigh **910**. with driver.*
- c) Suzuki GSXR 750 (1985-1992) oil cooled and multi valve engines 850 lb. with driver* with stock carburetors.

- d) Suzuki GSXR 750 (1993-1995) water-cooled and multi valve engines 910 lb. with driver* with stock carburetors.
 - e) **Suzuki 2000-2005 GSXR 750, 910 lb. with driver* with stock 1996-1997 carburetors.**
 - f) *All cars must weigh a minimum of 650 lbs without driver.
- 7 All cars must have working automotive type suspension.
- 8 All ballast weight to be bolted securely.
Suggested minimum two (2) 3/8" bolts grade 5 minimum with lock nuts per 10 lbs. of weight. All bolt on weight must be painted white preferably and have your car number on each piece
10. Each car is limited to 2 driver adjustable controls. Applicable adjustments are:
- Brake bias
 - Shock adjuster
 - Weight jacker
 - Sway (anti-roll) bar adjuster
 - Panhard adjuster

B. ENGINE SPECIFICATIONS

- 1. a) No engine manufactured later than **2005** will be eligible to run under club rules.
- b) Voting to be done at the rules meeting for the coming season.

EXAMPLE: To be eligible for 2012 season, rules must be presented at the Fall 2011 technical meeting.

- 2. Any new engines must be presented to the Board of Directors before it is allowed to run. Any proposal must be submitted to the Board of Directors at or before the cut off date for rules submissions for that fall's rules meeting (October 1st). The Board of Directors will present their ruling at that rules meeting. The engine can run for one (1) probation year from January 1st to December 31st if accepted by the Board of Directors.
- 3. The board will monitor results of the probation engine(s) throughout the season and have the ability to balance the competition through whatever means necessary (ie. addition of weight, carb restrictions, etc.)
- 4. No rotary engines allowed.
- 5. Motorcycle Engines:

- a) Overhead cam (twin or single) limited to 51.870 cu. in. (850 cc) maximum two valves per cylinder. No limitations except, no blowers or superchargers. No clean-up allowed.
- b) Any approved motorcycle engine with more than two valves per cylinder is limited to 45.767 cu. in. (750 cc). It must be in *stock appearing form with stock carbs as per manufacturers specs and run on gasoline only (see carb, c.1).
Stock ignition box or aftermarket ignition boxes (no MSD). ie Dyna 2000 or Vance & Hines are currently approved boxes. 1 mm clean-up allowed.

*Stock appearing means external modifications, which do not in any way create a performance gain.

All multi-valve engines must start with onboard power no external batteries allowed. Car must be able to pull away under it's own power and shift through all gears.

- c) No supplemental electronic or other device (s) that control engine performance will be allowed. NO
data acquisition systems, electronic or otherwise, EXCEPT for ...memory tachometers, fuel pressure, oil pressure, oil temperature, RPM, lap time, water temperature, exhaust gas temperature, oxygen sensor, track map feature. Nothing else allowed from any on-track usage at all Can-Am Midget sanctioned events, including warm-ups, practice, race, or similar.

6. Probation motor for 2011 racing season

1996 – 2003 Kawasaki ZX7 750cc no internal modifications allowed, engine must remain as stock (as cast), engine machining allowed for maintenance only. External modifications

- a) Oil / water cooler at engine lower block area (aftermarket)
- b) Early style, unmodified oil pan.
- c) Alternator removal and cover plate or breather
- d) New generation motors allowed to run the same ignition or approved aftermarket ignitions as early generation motors.
- e) Allow velocity stacks for carbs
- f) Any jetting is allowed
- g) No additional machining of components to optimize performance will be allowed. This includes carbs, block height, cylinder head deck, porting or re-shaping any cylinder head or port.
- h) Adjustable cam gears allowed (stock 96-03 cams only)**
- i) Aftermarket valve springs, retainers, lower collars and valves allowed, steel or stainless steel only.**
- j) All other parts to remain stock.**

No other aftermarket parts, including carbs, unless approved and published by the board.

7. Engine oil pan drain plug may be relocated from bottom to side.
8. Assembly height 96-03 ZX7
 - New tool rod length- 9.750"**
 - Minimum cylinder head thickness- 4.495"**
 - Assembled height measured @ TDC- 3.570" (maximum length of rod exposed at TDC)**
 - *(TDC found with dial indicator)***

9. Probation motor for 2011 racing season

2000 – 2005 Suzuki GSXR 750cc no internal modifications allowed, engine must remain as stock (as cast), engine machining allowed for maintenance only. External modifications

- a) **Oil / water cooler at engine lower block area (aftermarket)**
- b) **Allow velocity stacks for carbs**
- c) **Any jetting is allowed**
- d) **No additional machining of components to optimize performance will be allowed. This includes carbs, block height, cylinder head deck, porting or re-shaping any cylinder head or port.**
- e) **1996-1997 Suzuki GSXR 750 carbs only (Mikuni BDSR 39SS)**
- f) **Stock ignition and 750 ignition box only**
- g) **Assembly height 2000-2005 Suzuki GSXR 750**
 - New tool rod length- 9.750"**
 - Assembled height measured @ TDC- 5.010" (maximum length of rod exposed at TDC)**
 - *(TDC found with dial indicator)***
- h) **Oil pans may be cut or modified to facilitate the installation of the engine into a TQ Midget. Aftermarket oil pans may also be used however, no dry sump systems are allowed. The minimum installed height of the engine is 8" as measured from the center of the countershaft to the bottom of the chassis.**

C. CARBURETOR SPECIFICATIONS

1. Allow either 1991 - 1995 OEM CV carburetors or 1996 - 2003 OEM CV carburetors on either 1991 - 1995 Super Stock engines or 1996 - 2003 New Generation engines. Carburetor parts to be interchangeable and respaced to fit either motor.

ENGINE	YEAR	MODEL	CARBURETOR	VENTURI
Kawasaki	1991-95	750 ZX7	CVKD 38 Keihin	38 mm
	1991-95	750 ZX7	CVKD 39 Keihin	39 mm
	1996-2003	750 ZX7	CVKD 38 Keihin	38 mm
Suzuki				

1989	GSX 750F	BST 36SS Mikuni	35.8 mm
1989	GSXR 750R	BST 40SS Mikuni	39.9 mm
1990-91	GSXR 750L	BST 38SS Mikuni	38.0 mm
1992-95	GSXR 750	BST 38SS Mikuni	38.0 mm
2000-2005	(96-97) GSXR 750	BDSR 39SS Mikuni	39.0 mm

- RAM Air not allowed. All air boxes will be subject to approval of the Board of Directors.

D. COOLING SYSTEM

- No anti-freeze to be used in cooling systems
- Any liquid cooled engine must have a radiator catch can.
Suggestion: catch can outside of driver compartment, steel braided line, and pressure release cap.

Section Four GENERAL SPECIFICATIONS

A. FRAMES

- Frames may be constructed in any design, either round or square tubing.
- Frames must be welded. No brazing

B. BODIES

- Cars must have a full race car body including side panels, hoods and tails in order to be scored. They should conform to standard midget or roadster design.
- Rear engine designs acceptable provided the car meets safety and design criteria.
- All cars must be equipped with a suitable underpan extending from the rear end to behind the front axle. Rear engine cars must have an underpan or tail section under engine.
- All cars must have 14 inches minimum overhang front and rear measured from the center of the axle maximum overall length is 121 inches.
- Maximum height and width on roadster bodies 32 inches high and 32 inches wide measured from the ground and race ready.
- Upper cockpit bodywork may not project into or toward cockpit. Height of panels and visibility subject to approval by the tech committee.

C. WINGS

1. Wings must be stationary and contain no moving components while on racetrack. Any wing (not spoiler) mounted on a race car must conform to the following maximum specifications:
 - length 42 inches, width 32 inches, height 16 inches
 - bottom of side panels must not be offset
2. Front of wing must be secured to the roll cage. Wings may not mount to suspension. A wing constitutes anything mounted above the roll cage. A wing is any device that allows air to pass over or under. Wings must be stationary. No nose wings or "winglets" of any kind. Wing must be centered between the inside edge of the rear tires. Only one wing per car.
3. 1/3 of front or rear of wing must be reserved for club sponsorship stickers as directed by race committee or tech committee each season. No car will be allowed on the track during an officially sanctioned Can-Am Midget practice/race session without displaying the title sponsor decals in the specified locations.

D. SPOILERS

Spoiler must be rolled and rounded on edges to satisfaction of Technical Committee

E. STEERING

1. Steering wheel must be of racing type and have quick release hub (no plastic parts to be used on quick release hub).
2. All stock steering units that have been machined must be approved by the Technical Committee.
3. Brazing will not be allowed. The steering gear and all steering linkage must be good workmanship and material, and must be approved by the Technical Committee.
4. Spindles must be of the automotive type and approved by the Technical Committee as to safeness of construction.
5. Recommend that a collapsible or telescopic section be included in the steering shaft for safety purposes.

F. DRIVE TRAIN

1. Open type drive shaft must have suitable metal guard $\frac{1}{4}$ inch thick x 1 inch minimum completely surrounding the drive shaft at each end.
 - a) aluminum drive shaft hoops will be to the satisfaction of the Technical Committee

2. No slipper clutches of any type - stock clutch as supplied by manufacture of engine.

G. FUEL TANKS

1. Fuel tanks must be so constructed and supported as to ensure against breakage.
2. Fuel tank must be contained within main frame of the car, nerf bar not considered main frame. Grandfathered cars must have welded crash bar around tank.
3. All fuel tanks must not hold more than five (5) Imperial Gallons. Fuel bladders eight (8) U.S. gallons maximum.
4. All cars must be equipped with a fast action fuel shutoff valve located in the cockpit within easy access to the driver. The valve handle may be on the outside of the body as long as the valve body remains inside the cockpit.
5. Leakage of liquid will not be tolerated and shall be cause for disqualification.
6. All cars must have a leak proof cap on tank in case of upset.
7. Any approved plastic cell or bladder covered in a steel or aluminum container, equipped with a roll-over valve is mandatory.
8. Fuel shut-off and kill switch should be identified with contrasting colour. Recommendation: fluorescent paint.

H. ROLL BARS & NERF BARS

1. All cars must be equipped with a roll cage. The roll cage must be a minimum of **three (3)** inches above the drivers head when sitting in a normal driving position with helmet on. (cage additions must be added as additional hoops on top, NO adding pieces within roll cage)
 - a) Mandatory use of fire retardant, approved, roll cage padding.
2. The minimum specifications for roll bar cages must be constructed of at least one inch (1) outside diameter 1020 mild steel welded seamed tubing with a wall thickness of .120 or 1020 DOM .095 or 4130 Chrome Moly .095. All new cars from 1999 on must have a roll cage minimum of 1 1/8" OD (1.125) .095 1020 DOM, or 4130 Condition N Chrome Moly, or 1018 Seamed tubing .120" wall to be used.
3. The roll cage must be welded to the chassis or designed as part of the chassis. It must have bracing to protect the drivers' head and shoulders from rear impact.
4. Nerf bars must be a minimum 3/4" round tubing placed between each side

(mandatory) front and rear wheels at or above centerline of wheels (double rails are recommended). Nerf bars may not extend outside the line drawn between front and rear tire sidewall extremities. Nerf bars must extend to maximum 6" from front and rear tires with the tires in a straightforward position. **Highly recommended – window nets both sides**

5. All cars must be equipped with bumpers: the front bumper must be high enough to prevent going under another car. The rear bumper should be high enough and strong enough to accommodate a push truck and its lowest point be not more than eight (8) inches from the ground.
6. All cars must have brace behind front axle to protect drivers feet in event of an accident and must be approved by the Technical Committee.

I. EXHAUST PIPES

1. All cars must be equipped with an exhaust system leading directly from the engine to outside of car. Rear exit exhaust shall not extend past rear of tires. Side exhaust are to exit no less than 3" in front of rear wheel and below midway point of body at point of exit. Exhaust must point outward from the car.
2. The exhaust shall not be directed toward the ground, tires, or fuel tank.
3. Any exhaust in close proximity to driver must have a raised metal guard to prevent accidental burning.
4. Mufflers are mandatory to maximum sound level of 100 db.

J. FUEL

Fuel will be tested vs. a baseline sample at the race track and must read negative compared to calibrated fuel tester (-0.1 or less). Testing at the Club trailer will be available prior the event. Top 5 car (plus random) in feature will be tested. Fuel sample to be drawn from carbs, not fuel tank.

Section Five MISCELLANEOUS SAFETY REQUIREMENTS

1. THE TECHNICAL COMMITTEE MAY BAR FROM COMPETITION ANY CAR WHICH DUE TO THE LACK OF MAINTENANCE, DESIGN OR CONSTRUCTION THEY DEEM TO BE DANGEROUS.
2. Each season all cars are to be inspected by tech committee. **No new entries will be accepted at the last race of the year (at the discretion of the board of directors and the race director for the "A" Feature).** Car entry must be registered and all fees paid before car is presented for inspection.

3. Use of an approved SFI safety belt and shoulder harness is mandatory. Quick opening metal-to-metal clasps on both are mandatory. The shoulder belt must be three inches (3) wide and fastened securely to the frame of the car. Both fastenings and belt condition is subject to inspection and approval of the Technical Committee. Date tag must be visible for inspection. Belts cannot be more than 3 years old from date of MFG as indicated by MFG. 2" belts can be used with HANS device.
4. All drivers must wear an approved helmet (min spec SA2000) and a closed face with face shield installed. All helmets must be teched and display a tech sticker. Any driver attempting to participate at any time without a current tech sticker shall be denied access to the track. Drivers required to wear glasses for their Drivers License must wear them while on the track.
5. Mandatory that all drivers wear an approved multi-layer flame-retardant suit and gloves - SFI 3 2A/1 or better including fire retardant underwear and shoes, socks and bellaclava. Arm restraints are mandatory during practice, qualifying, and race events. Mandatory use of SFI approved head and neck restraint.
Strongly Recommend: Fire retardant collar and on-board fire system.
6. Cars must have operable four (4) wheel hydraulic brakes. A single caliper may be used on a solid rear axle. Brake rotors must be steel, cast iron, or aluminum only. All cars must use steel braided or D.O.T. approved brake lines. Nylon go-kart brake lines are prohibited.
7. All cars must have an engine scatter shield between the driver and the engine and or transmission. Minimum twelve 12 gauge. (1/8")
8. All cars must have a suitable on/off switch within easy access of the driver and easily identified. Recommend fluorescent paint
9. Radiator catch cans are mandatory on all cars using an overflow system.
10. Wet batteries may be used provided they are of the leak proof type and firmly mounted and covered. External batteries must be enclosed. Positive terminal must be insulated to prevent short.
11. It is strongly recommended that all fuel and oil lines be of aircraft type or neoprene. Copper or plastic lines are not allowed.
12. Hubs or axles must not extend beyond outside edge of wheel rim.
13. A good type fire extinguisher must be present at technical inspection and carried with the car or at least be present in the pit area of said car.

14. All cars must conform to rules governing engine, chassis, wings, carbs, and fuel before being allowed to compete.
15. An open competition, or championship race shall not be part of regular season point championship series. Rules for open competition or championship events will be announced prior to those events.
Twin 25s when run will be handicapped as per a regular show for the first 25 lap feature with full points being awarded. The second 25 feature will be half points with the lineup decided by the finishing order of the first 25 lap feature. The race director may decide to invert the top 8, 10 or 12 cars for the second 25 lap feature.
16. All cars competing must be equipped with an "Electrical Kill Switch". It shall be located at the rear upper portion of the roll cage, accessible by safety officials with the car in any position. The lever must be brightly coloured for identification and have on-off markings.
17. Any driver involved in a serious accident, or who sustains a head injury requires a helmet inspection and written permission from their doctor in order to return to competition.

Section Six PAINT AND CAR NUMBERS

1. Cars must be painted and numbered in contrasting colours so as to be clearly seen by scorers or car will not be scored.
2. All cars must have numbers at least one and one half (1 ½") inches wide and ten (10) inches high painted on their car in contrasting colours on both sides of the car and on the front. Foil numbers are not allowed. All cars must have their number on the rear of their cars so that the driver behind can see the number. Any car not having the numbers so placed will have no recourse in the case of dispute over its finishing position.
3. All cars must carry their correct number as issued by the club. Any number changes requested must be in writing to the Club Secretary from both parties concerned and approved by the Board of Directors.
4. There will be no three (3) digit numbers issued to members. Only three (3) digit numbers will be assigned (if necessary) to guest entries for one (1) race only.
5. If a car is not entered by the Can-Am registered owner at a Can-Am sanctioned event within any one (1) calendar year, the car number becomes free on January 1st of the following year. The only exception would be the club champion.

6. The high point owner in the club standings is entitled to the number one (1) for the year following his / her championship. The previous number shall be reserved until the owner relinquishes the number one (1). All prize money, including the high point championship money, is awarded to the registered car owner. Only the reigning championship car can use #1.
7. The high point driver in club standings is awarded the club's Driver Championship.
8. Rookie of the Year Award: More than three (3) completed point race events in one racing year is considered the rookie year for any driver. Driver with the highest points determines rookie of the year participant.
9. Most Improved Driver Award: Final points from previous year to current year relative to attendance. Can only receive this award once, and the final decision is determined by the Board of Directors.
10. Sportsman of the Year: Voted on by Owner / Driver only one (1) vote per car. Board to not make nominations, open to all eligible (active members). All officials are to cast 1 vote total as a team on the "Sportsman of the Year" award.
11. Best Appearing Crew Award: To be decided upon by the Board of Directors at the end of the year.

Section Seven GENERAL RULES

- A. Improper Language or Conduct
 1. Improper language or gesture: any person within the jurisdiction of the club who at any time uses improper language to any member of this club shall be subject to immediate suspension. The length of the suspension will depend on the degree of the offense. The decision will be made by the Board of Directors.
 2. Any persons causing a disturbance may now be banned from the premises as well as the pit area. And his case brought before the Board of Directors for review. The person may be fined, suspended, or both.
 3. Conduct: Any person within the jurisdiction of this club who at any time causes bodily harm or strikes or pushes any person shall be immediately suspended from the next race and fined not less than two hundred dollars (\$200)
 4. Any board member involved in an incident requiring a ruling by the Board of Directors shall not be allowed to participate in Board meeting concerning that incident.

5. On the Board of Directors request only, the persons involved in an incident being reviewed by the Board, will be present at the Board meeting concerning that incident.
6. No rule changes to be made during the racing season. Safety issues exempt with a car owner vote based on the current year. The “season” starts after the fall rules meeting.
7. Any car may be refused entry into the pits or track if, in the opinion of the Technical Committee and the Board of Directors, the car is unsafe.
8. Any driver under the influence of illegal drugs or alcohol will be barred from the competition. If a driver is not in good physical condition the driver may also be excluded from competition. This also applies to pit crews and members of the club.
9. The use of intoxicants by drivers, car owners, mechanics, pit attendants, or regular track officials is strictly prohibited. A suspension or fine may immediately put on the person or persons guilty. Drinking is forbidden before or during the race program.
10. Registrations: All car owners, drivers and officials must be registered with the club, all fees must be paid before competition or tech inspection begins.
11. For a driver to be eligible to race in the Can-Am midget club you must be either possess a valid drivers license or be at least 15 years of age and apply to the Board of Directors for permission. Applicants must have racing experience and be ready to document this to the Board of Directors for consideration. Cases will be decided on an individual basis. Upon approval individuals will compete under probation for 1 year or until holding a valid drivers license.
12. Teams and team members will represent the Can-Am Midget Racing Club in a professional and courteous manner at all times.
13. No crew shall enter the race track competition area (surface, infield etc.) without permission, either during an event or a yellow / red flag situation. Officials will signal to allow crew to attend to the cars as required.
14. For open competition shows sanctioned by this club, a temporary permit of twenty-five dollars (\$25.00) per show must be paid by any visiting cars. At the 3rd race, the registration fee of \$100 must be paid (\$50 for 3rd show) Fee payable out of current night’s purse.
15. No radio communication of any type is allowed between car and crew. Race director to driver radio/scanner mandatory.

16. Any rules to be added, amended, or deleted for the next competitive year must be submitted by members in good standing (as outlined in Section 2A3) no later than October 1st. Rule submissions must include an explanation as to their purpose/justification. Rule submissions in the interest of improved safety will be accepted at any time.
17. Any member registered with the club for a period of 25 years is then eligible to receive a lifetime membership. This includes only a membership card and newsletter. Does not include car registration.
18. **The Can-Am Midget Club has an exclusive contract with Hoosier tires until the completion of the 2013 racing season. Competitors must run Hoosier tires exclusively**
RR tire – Hoosier MG5 10/22.5 – 13 (13195 or 13196)
All other corners – Hoosier any compound/construction
19. If a new race or rain date is being added to the schedule as a points race, a minimum of seven (7) days notice to the car owners/membership is required. The final decision will be subject to the Board of Directors. No race will be added more than 1 week later than the last originally scheduled race.
20. It is the policy of the club to not reschedule rainouts. Some exceptions may be posted not less than 7 days before the scheduled event.

Section Eight

RACING RULES

1. All cars must be kept in their pit when not on the track.
2. When preparing to start a race, all cars on the track shall wait until notified to start their engines. All cars will grid in their starting positions including the bubble car.
3. On original or restarts you must be in racing gear on white flag lap.
4. All races will be rolling starts. The pole car is allowed to set the pace. No competitor may pass the pole car on warm-up laps during the initial start or during a caution period. Offenders will be required to start/restart the race from the tail of the field. If in the opinion of the starter, the pace car is either too slow or too fast, he may speed up or slow down the start.
5. No pit crew shall be allowed to restart stalled cars.
- 6a). A maximum of five (5) pace laps will be run before the race is started. If a car cannot be started in that time, it must be removed to the pit area. Once the

race is under way, cars not taking the original green will not be allowed to enter the track under any circumstances.

- b). In the event more than 24 cars are present, a 25th "bubble car" will follow the 24 qualified cars until the white flag is given at the start of the Feature. The bubble car will pull off the racing surface at this time. If a qualified car is not able to take the white flag, all cars following the missing car will move ahead one spot with the bubble car assuming the 24th starting position. Once the initial green is given, regardless of laps completed, the 25th car can not enter the race. This may be the bubble car or the car that failed to take the white flag and was replaced in the field by the bubble car.
7. If a car is not raceable or ready to take the green flag in a maximum of two (2) laps it must return to the pit area or a designated safe area as directed by the race director
8. Cars must stay in line at the start of a race until they have crossed the start-finish line. There will be no passing or swinging wide until the starter has been passed. Scoring will subtract any positions gained by passing before the line at the earliest opportunity or the end of the event. The race director may add an additional penalty.
9. In all starts, all cars must complete one (1) full lap before the race is officially on.
10. In heats and consi. events restarts will be allowed in the event of an accident or spin-out. There will be a maximum of one (1) restart per car, (with accident or spin-out cars restarted at the rear). Two (2) restarts per car in the A and B feature events.
11. On a flying restart all drivers may resume racing speed the moment the starter displays the green regardless of their position on the track.
12. On the caution (yellow), the lead car should cut his/ her speed to at least half his/her normal racing speed. Passing on the caution will be allowed only when lead car overtakes an ailing or very slow moving car.
13. During a red flag you are not allowed to have work done to your car while on the track and no crew member can move you off the track. Officials, when the conditions are safe, can move cars into the pits and then work can commence on the car. Cars already in the pits when a red flag is displayed may continue work on their cars. Cars near the accident scene or cars that are uncertain as to where the accident is during a red flag condition must turn their cars off. If it is apparent that you are not near the accident scene, you may leave you car running.

14. The display of the black flag means someone is disqualified. It may not be apparent to a driver immediately, therefore, a driver will be allowed three (3) laps to discover he/she is the one being disqualified. Failure to leave the track will be cause for a suspension of driver for two completed race events. If a driver is black flagged for inspection, and no infraction is found, that driver will resume his rightful position on the restart.
15. At the completion of a race, all cars must take one (1) additional complete lap of the track before pulling into the pits.
16. The winner of the race as indicated by the starter shall slow his / her car and take the checkered flag on a one (1) lap victory salute, and then proceed to the scale/pit area. On special occasions the winner shall stop at the start-finish line to receive prizes and for pictures.
17. Drivers shall drive and race in a manner compatible with general safety, respecting the right of competitors to "racing room". It is the driver's responsibility to avoid physical contact between cars. The responsibility for passing another car rests with the overtaking driver. However this does not exempt the overtaken driver from sharing the race track in a safe manner. The overtaken driver may use any racing line but not use dangerous tactics to block. Race director may assess penalties for blocking.
18. Only the marked race track surface may be used by drivers during any track session (practice, qualifying, heat, feature). If a driver goes off the marked track (in the presence of officials or not) shall re-enter safely without impeding any other racers. If other drivers are disadvantaged the offender is subject to penalty. No driver shall improve his position by leaving the marked racing surface.
19. If a car leaves the track to avoid a pile-up and remains running it may re-enter the race. But the decision of the race director will be final as to whether the action was necessary or not. If a car comes to a halt to avoid an accident and is not involve, he may restart the race in his position.
20. Driver leaving track, dramatically reducing speed (or spinning) shall signal by hand to following cars, failure to warn or dangerous lane changes may entail a penalty. Lapped cars shall give the leaders safe area to pass and shall reduce their speed to allow passing to occur unimpeded. Repetition of serious mistakes or apparent lack of control may entail a penalty levied by Race Director.
21. All unsportsmanlike conduct by drivers or crew shall subject that car to penalties appropriate to the infractions or seriousness of the actions. Conduct either on the track during an event, after the checkered flags have been shown or in the pit area, including not participating in autograph sessions, photo

opportunities, etc. is subject to penalties of \$200 fine and starting from last position in the next 3 completed race events.

22. Any driver who feels that an infraction of these rules has been committed shall obtain a protest / inquiry form from the trailer at scales and complete this form. It should be given to the race director for discussion or action. All parties involved in a protest shall be given the opportunity to present their case to the board of directions prior to a decision on said protest. This protest/ inquiry may involve the race director, safety corner observers, the board of directors, and any witnesses to the infraction. If a penalty is assessed the driver(s) involved will be notified with form (part C) of the penalty and how it is to be applied and when it shall occur. Video playback cannot be submitted as evidence. After a penalty has been assessed to a team and any protest/inquiry has been considered and discussed, the decision of the board will be final and no further appeal will be allowed.
23. A car may be worked on in the pits only; re-entry is only permitted under a yellow caution period. The driver will take a position at the back of the field.
24. Once the green flag has been thrown, and the race is started, you are not permitted to go into the pits to change car or driver.
25. A rookie is required to start at the rear of the field for a MINIMUM OF THREE race meets. All rookies are required to run rookie stripes, until removed by the Race Director. After their 3rd start and **after qualifying in at least 2 heat races**, their driving habits will be reviewed and, if suitable, they will then be allowed to be handicapped as usual.

A New Driver With Experience will be classified as a driver competing for the first time with the Club, but has racing experience that is equal to or greater than this class of racing. The driver will start at the back of the heat race. If they are able to qualify their car, the driver's racing habits will be reviewed, and if suitable, will start the feature from the last qualified spot from the heat transfer. If unable to qualify in the heat, they will start from the back of the B-Main. The driver's racing habits will be reviewed, and if suitable, will start the feature from their qualifying finish in the B-Main.

26. Any additional rules, updates or supplementary rules will be posted on the Can-Am trailer at each event. All competitors will be responsible for knowing and obeying these rules. They will be published and added to the rule book if applicable.
27. The driver and team will accept any penalties in a sportsmanlike manner.
28. Criticism and abuse of officials will not be tolerated. Civilized discussions are welcomed but will be terminated if abusive or "dead-ended"

29. Technical infractions and protests will be handled in the same fashion.
30. Protests deficient in logic, reason, facts or evidence may be denied by the Race Director.
31. The chassis and car number are the official entries to the race event. You can ONLY change either a car number or a driver, but not both. Any change of driver or chassis or number after qualifying will require that entry to start from the scratch position in the feature. .
32. Intentional yellow/caution. - Cars, drivers creating a yellow flag to gain an advantage or prevent a disadvantage may be penalized if the situation could have been prevented. Decision by the race director of Board could be assessed at event conclusion by re-scoring finish, or 1 lap penalty.
33. Top 5 cars to go directly to the scales to be weighed after the A Feature. Race director may add any randomly chosen car to be weighed as well. All heat race winners must go directly to the scales to be weighed after the heat race. Failure to follow procedure will result in disqualification from that race.
34. A race will be considered complete if more than half of the laps are completed. That is, when the last completed lap is scored, that lap must be more than half distance.
35. If a race has not reached half distance and is to restart, it will be single file with any cars involved in any altercation at the time of stoppage positioned at the rear. Any cars previously dropping out may restart behind these cars. If a race is stopped (rain etc.) before reaching ½ way, when the race is resumed at the rain out date, it is to start at the last completed lap and in that running order. E.g. stopped at 9 laps, start the race 9 laps down, field lined up as they were running.
36. Scuffing of tires will only be permitted on the verbal advice and/or signal of the race officials. There will be no scuffing prior to that advice or signal, there will be no scuffing once the field is doubled up. There will be no scuffing on taking the white flag. This will apply to both the initial start of the race and for all restarts. Offenders will be placed at the back of the field prior to the green flag. On original restarts you must be in racing gear at the start of the white flag lap. Shifting on the white flag lap will result in that car starting from the tail of the field.

Section Nine

ENGINE PROTEST/OTHER PROTESTS

1. a) A protest is only necessary when it is believed that an engine rule is

being contravened. A club member may file a protest by the following procedure.

- b) A \$250.00 protest fee must be presented to the Technical Director within 15 minutes after the completion of the feature race and a protest / inquiry form completed and submitted. Officials will impound the entry and perform the required tech inspection and measurements.
- c) If the engine is declared legal the fee will be awarded to the owner of the protested car.
- d) If the engine is declared illegal, the fee will be returned to the protester and the protested owner will be suspended two (2) race events completed. All prize money and points for that event will be forfeited. The owner shall forfeit all points earned to that point in the season. Driver and owner may not compete in any vehicle for (2) race events completed.
- e) The officials shall immediately notify the person in charge of the vehicle under protest. The officials will deliver a notice of disqualification or penalty and any fines associated with the penalty. The vehicle must not be removed from the premises until after the inspection has been made.
- f) The officials will inform the person in charge of the vehicle under protest as to what parts must be stripped off the engine to facilitate an inspection. The parts must be stripped off the vehicle by the team members of the protested vehicle.
- g) The examination need not be made until after the program has been completed.

OTHER PROTESTS

- 1.a) Any car at any time may be inspected by the Technical Committee. If a contravention regarding rules is found the penalties as outlined in Section Nine, Paragraph d) shall apply.
- b) Infractions involving weights, measurements or miscellaneous rules may result in a fine and loss of points. All decisions must be ratified by the Board of Directors.
- c) No car shall be allowed to compete with a know infraction. Protests “after the fact” will be disallowed, if previous knowledge of the infraction was not reported to the officials.
- d) Written protests must be submitted no later than 15 minutes after the results have been posted on the Club trailer.

Section Ten

RACE PROCEDURE

- A.
1. Race procedure shall be decided upon by the officials on the day of the scheduled event. It shall be determined by the field of cars entered and by the various requirements the particular situation calls for.
 2. The number of laps per heat, semi, consi, and feature will also be governed by item one (1).
 3. A drivers meeting will precede each event and any supplementary rules announced.
 4. Scoring will determine each grid based on the “official handicapping procedure”. Position will be posted on or near the trailer and checked by the Race Director. If a car is scratched before the grid enters the race track the pack will exchange positions to correct the grid (crossover). If the cars are on the track, the short line will move straight ahead to fill the gap for safety and time considerations.
 5. Scoring a stopped or shortened race because of a red flag. Cars will be scored on the last completed lap before the stoppage. Any car involved in the incident (if any) will be scored at the back of the lap that they were on. The order will be determined by the running position on that lap.
 6. If weather conditions shorten a race, then the finishing positions will be determined at the checkered flag. Every attempt will be made to show a white flag, but this may not always be possible.
 7. Only cars in attendance that day should be allowed to run the feature. If the feature race is run on a different day due to postponement, only cars in attendance for the prior part of the program may participate in the feature.
 8. All Can-Am Midget sanctioned races to award points to those in attendance, ie, Can-Am Midget rules only.
 9. All co-sanctioned events with other clubs will award tow points only (can be any amount).
 10. All draw for positions (qualifying, heats, B or A Feature) to be done at the Club trailer with ALL drivers present.
 11. If a driver is put to last place in the finish at the end of a feature because of a penalty, they will receive additional handicapping of 100 points, so as not to give them an advantage the following week.

12. Scorers can correct points or finishing positions if mistakes are found before the next race. Inquires to either must be submitted no later than 72 hrs. after the finish of the that race.

FLAGS AND LIGHTS

1. The GREEN FLAG shall start or restart the race. Green lights around the track will be displayed simultaneously. No passing or pulling out of line will be allowed until each car passes the start / finish line. Scoring will report illegal passing to the Race Director. The Race Director will then decide the appropriate penalty. I.E. positions gained +1 or more positions deducted.
2. MOVE OVER OR BLUE FLAG - A blue flag may be or a rolled flag with a motion to move to the inside of the track will signal racers that the leaders will be passing. The racer(s) will safely move to the inside groove, an allow the leaders to pass unimpeded by whatever method is safest. **Lapped cars will retain their track positions on all restarts unless the caution occurs during the last 5 laps of the race. In this case, the lapped cars will restart behind all lead lap cars.**
3. The BLACK FLAG or yellow pointed at a particular car means stop for consultation with official. See rule 13, 14. If displayed at flagstand, waved or shown with a red flag stop as safely and quickly as possible and move to a position so as to not block he track for emergency vehicles.
4. The WHITE FLAG (before green) one (1) lap until proposed restart (during race) means one lap remains until checkered or end or race.
5. The YELLOW FLAG (caution) stop racing, slow down, hold position, no passing. Be prepared to be repositioned when reverting to the last completed lap.
6. The RED FLAG at starter stand, danger, stop as quickly as possible, see rule (3) above.
7. The CHECKERED FLAG signifies that the race is over. Reduce speed and safely perform “cool down” lap re-enter pit area orderly and safely.

PENALTIES

1. Penalties may include but are not limited to fines, loss of points loss (or change) of finishing positions, change of starting positions in heats or features and suspension of race privileges.
2. First offence or minor infractions may be a loss of 1, 2, or 3 finishing positions including points and monies.
3. Repeated penalties or similar infractions recorded by the race director will increase the severity of penalties
4. Every effort will be made by all officials to be fair, impartial and consistent in rulings. (Penalties will be made to “fit the crime”).
5. For the last race of the year, if someone receives a penalty or disqualification, that penalty may carry over to the next racing season. The board of directors will decide on a case by case basis.

RACING INFRACTIONS

Aggressive Driving - Slide job, late dive, causing 3 wide, running into back of car, out of control, blocking etc.

Penalty 1. Written warning
 2. 2nd offence - disqualification from that night, forfeiting points and money and one race suspension

Overly Aggressive Driving – putting others in danger, causing a serious accident etc.

Penalty Disqualified from that night, forfeiting points and money and 1 race suspension

TECHNICAL INFRACTIONS

Underweight or failed fuel test – Disqualification from that race, if Feature race, forfeit feature points and money. (would receive tow points and tow money and heat points if earned)

You will also receive an additional 100 handicap points if disqualified.



CAN-AM TQ MIDGET RACING CLUB

HANDICAPPING PROCEDURE

The system is designed to reward regular participants while at the same time not discourage others that may desire to compete with THE CAN-AM MIDGET RACING CLUB. Because of this, the system is relatively complex but designed with fairness and safety for all.

HEAT RACES

The number of heat races and the number that will qualify will be determined by the number of participants that are in attendance for the race event. This information will be announced at the drivers meeting.

Heat race starting positions are based on an inversion of the handicapping points. (These are the same values that we use for our Owner/Driver points)

Example ~ The car in attendance with the lowest number of handicap points will start Pole in the first heat...second lowest goes Pole in the second heat and so on - ending up with the cars with the highest totals starting in the rear....

To maintain their handicapped spot for the heats they must have taken a green flag in practice. Failure to do so means they will start scratch in their heat.

CONSI / B-FEATURE

Any car that does not qualify or finish their heat will be required to run the Consi (if the car count warrants it) or a B-Feature.

These races will be lined up with first the non-qualified heat cars and then any remaining cars that did not finish...

They will line-up in the feature after the qualified cars to complete the field.

STARTING POSITIONS IN THE FEATURE

May invert up to a maximum of 15 cars based on a 24 car starting line up, which is determined on the results of the heat races.

The lowest handicap car that qualifies thru their heat will start pole in the feature. The next lowest car will start second, and so on....

DETERMINING THE HANDICAPPING NUMBERS

Each car will earn a handicap total, which is based on the results of their three most recent race events.

Any car that misses a race or races within the three race handicap calculation period, will have the missed races handicapped as a win (180 points)

For the start of the new season the last three race results from the previous season will be used to calculate the line up for the show.

The second show will be based on the first show of the new season only...

The third show will be based on the first and second show.

The fourth show will be based on the first, second, and third shows. This is now where your current season three race handicapping calculations begin.



Points

Any car that takes a green flag at any time during the racing program will be awarded 50 "tow points"

Heats

- 1st – 10 points
- 2nd – 7 points
- 3rd – 5 points
- 4th – 3 points
- 5th – 2 points
- 6th – 1 point

Note: Only cars qualifying for the feature will receive heat points. If 5 cars are taken directly into the feature rehandicap, the 6 place car will not get 1 point.

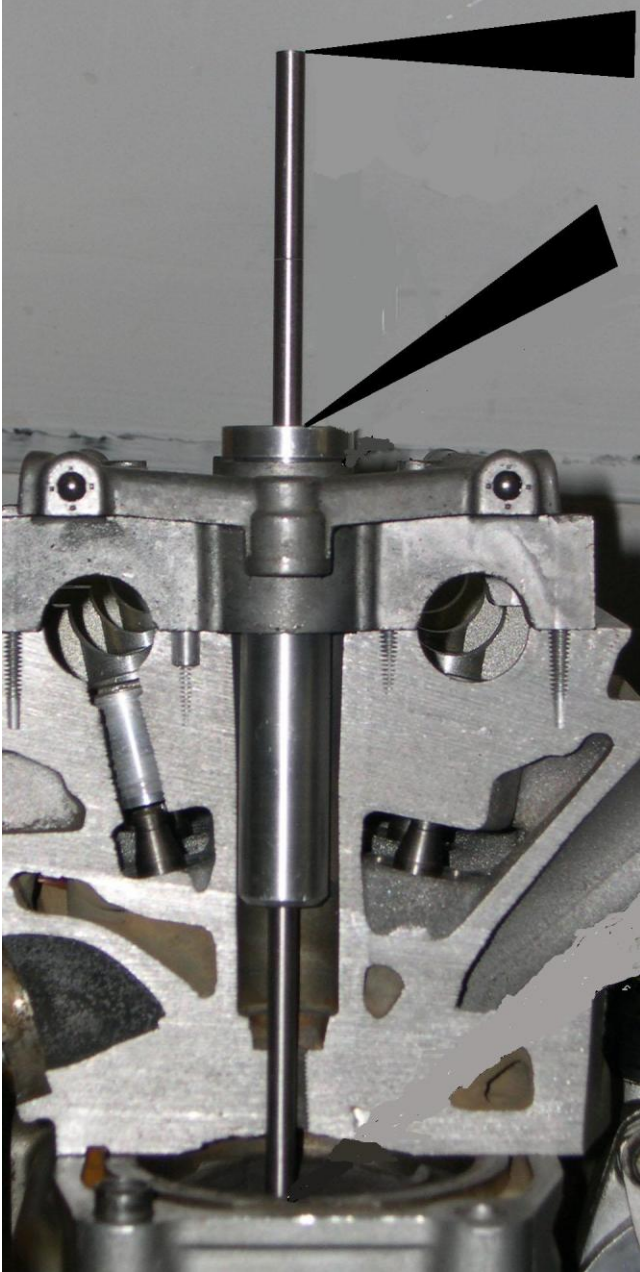
Feature

1st – 120 points
2nd – 110 points
3rd – 103 points
4th – 97 points
5th – 91 points
6th – 85 points
7th – 80 points
8th – 75 points
9th – 70 points
10th – 65 points
11th – 61 points
12th – 57 points
13th – 53 points
14th – 49 points
15th – 45 points
16th – 41 points
17th – 38 points
18th – 35 points
19th – 32 points
20th – 29 points
21st – 26 points
22nd – 24 points
23rd – 22 points
24th – 20 points

B Main

1st non – qualifier – 17 points
2nd “ – 16 points
3rd “ - 15 points
4th “ - 14 points
5th “ - 13 points
etc.

Figure A.



At top dead center, measurement from the tip of each arrow should be no less than:

1996-2003 Kawasaki ZX7 – 3.570 “

200-2005 Suzuki GSXR 750 - 5.010”