



2019 RULE BOOK

SECTION ONE

CONSTITUTION OF CLUB

A. NAME

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

B. OBJECT

The object of this club shall be to promote safer and more interesting racing for the publics 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.

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 against because of creed, colour or race.

F. SPIRIT AND INTENT

Can-Am Midget 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 cars and 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 of design change is and attempt to "beat the rules". They can and will disqualify and 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.

These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND / OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The Race Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERCATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

It will be each member's responsibility to keep themselves informed of changes to the rules and regulations.

Any additions or deletions will be posted on the bulletin board at the club trailer, these postings will then be added to the members rule package.

A. EXECUTIVES

1. The officers of this club shall consist of President, Vice President, Treasurer, and Recording Secretary.
2. Only active members in good standing may hold office in the Club.
3. One requirement of a member in good standing is that he or she should have been present at fifty (50) percent of the meetings during the year. Race meets are considered meetings in this regard.
4. Also included in the Executive of this Club shall be the Board of Directors, consisting of the four (4) Officers and five (5) members elected by the general membership. A Board member must have been a member of this Club for one (1) race season (race schedule) previous to his or her election to be eligible for a nomination.
5. All the Officers and Board of Directors of the Can-Am Midget Racing Club shall hold office for a TWO (2) year term.

B DUTIES OF THE OFFICERS (as per minutes and by-laws of the Can-Am Midget Club Inc. dated December 12,1971)

1.
 - a) The President shall preside at all membership meetings, executive meetings and shall be an ex-officio 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 judgement, it is necessary.
 - b) The outgoing President will remain on the Board for one (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 the 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 monies, furnishing the membership with a report at their next monthly meeting. Any of the three (3) Officers with signing authority shall be required to deposit any monies 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 can not 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. If there becomes a vacancy on the Board, that position shall be filled by the Club member with the next highest number of votes as per the last voting.
7. No Board member shall act on their own to represent the Club without approval of the Board of Directors. Any Board member representing the Club without approval may be cause for removal from the Board.

C DUTIES OF APPOINTED OFFICIALS

1.
 - a) 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 Midget event.
 - b) The Race Director will also hold a non-voting position on the Board of Directors.
2. STARTER – The Starter (Flagman) shall oversee bringing the cars to the starting line in a proper and orderly fashion to ensure and 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 competition. The Starter is under the direction of the Race Director.
3. SCORERS – To score the event, provide results of each completion 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 cars on restarts.
4. CORNER WORKERS - To assist with the safe operation if the race event and observe driving behaviour. 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 elections meeting.

The Officer and Board of Directors shall be elected to a two (2) year term.

A minimum of three (3) general meeting will be held by the Officers and Board during the "off season".

E FINANCES

1. Fees are due and payable on the first day of January or at the first Club meeting after that due date. Membership dues for the 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 members into finances of the Club
4. Point fund monies 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 THE TOP</u>
\$ 20,000 +	20
\$ 15,000	15
\$ 10,000	10
\$ 5,000	5

More than \$ 20,000 point fund will be decided by the Board of Directors.

F ELECTIONS

1. All Officers shall be elected for a two (2) year term.
2. Nominations will be open and closed from the floor at the regular meetings in the months of September & October. The elections shall be held by a secret ballot at the fall meeting.
3. A nominee wishing to decline nominations shall do it before voting begins.
4. Any nominee must accept nominations 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 election's meeting, he/she is still and 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 vote in the event of a tie.
2. There is no proxy voting.
3. Only members holding Owner or Driver status will be allowed to vote on specifications for car and engine. All paid in full car registrations must also receive a minimum of 120 points to vote on any car, engine or racing rules. Registered car number which attended 50 percent or more of the Can-Am Midget sanctioned events get's maximum two (2) votes per car, 49 percent or less get's 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, 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 **2020** season, rules must be presented at the October **2019** technical meeting.

H. QUORUM

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

No business shall be transacted at any engine or chassis meeting at which less than twenty-five (25) percent 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 ½ 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...Allowed 9 ½ inch measurable right rear wheel bead to bead maximum. 8 inches left-front, right-front and left-rear inside bead to bead maximum.
5. TIRES ... The Can-Am Midget Racing Club has an exclusive contract with American Racer tires until the completion of the **2019** racing season. All competitors must run bar-coded American Racers tires exclusively.

RIGHT REAR --- Model # **J10EW – 22.5 x 8.0 – 13 SH** with tire compound **705**

OTHER 3 CORNERS --- Model # **JJMNb –20.0 x 8.0 – 13** with tire compound **M31**

Cars must have four (4) tires registered to the car at all points heats and features races.... Except as noted below. Registered tires are not required in the "B" or "dashes".

The car must take a green to allow a tire to be registered at the event.

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Must run American Racer tire as purchased. No soaking, grooving or siping of any kind. If thought to be illegal, a tire sample or full tire may be impounded by tech for inspection by American Racer. Tires will be randomly checked throughout the race season.

Each car must register 4 bar coded tires (maybe new or used) at the first race attended of each season.

Cars must have 4 registered tires on at each points race. (Heats & Features)
One additional bar-coded tire may be registered for each race event entered during the season.

In addition to the above, a car may register up to 4 additional tires over the course of the season.... (Tire Bank)

If a tire is not registered at a race, the opportunity to register a tire for that race is "lost", you can not leave the spot blank & come back to register a tire in that place later. The Club will cross off that spot at the end of the race night. Cars will be checked at the scales, and any car may also be checked as it comes off track.

After each feature race, the top 5 finishers will have their tires checked at the scales. Heat winners will also be checked for registered tires. Tech may also check any car at any race for registered tires. Cut or flat tires will not be replaced.

Any tampering with the bar-codes or trying to fool the system will result in the LOSS of all POINTS & MONIES from that night of racing.

WEIGHTS BASED ON MOTORS & CARBURETORS

6. a) 1991-1995 Kawasaki ZX7 motors with "J" carbs (manual specs 39mm Keihin CV) ... **930 lbs. with driver.**
 - b) New generation Kawasaki (1996 – 2003) with butterfly carbs only (as supplied by original equipment, no modifications to carbs) ... to weigh **880 lbs. with driver.**
 - c) Suzuki GSXR 750 (1985-1992) Oil cooled and multi-valve with stock carburetors...**850 lbs. with driver**
 - d) Suzuki GSXR 750 (1993-1995) Water cooled and multi-valve with stock carburetors...**910 lbs. with driver**
 - e) Suzuki GSXR 750 (2000 2005) with stock 1996 – 1997 stock carburetors to weigh....**910 lbs. with driver**
With fuel injection....**920 lbs. with driver**
 - f) All cars must weigh a **minimum of 650 lb. without driver**
 - g) Appropriate weight with driver to be marked on the front of the wing to help with the post race tech.
7. All cars must have working automotive type suspensions.
 8. All ballast weight to be bolted securely. Suggested a minimum of two (2) Grade 5 – 3/8" bolts with lock nuts per 10 lbs. of weight. All bolt on weights must be painted preferably white and have your car number on each piece.
 9. Each car is limited to two (2) driver adjustable controls. Applicable adjustments are ...brake bias.... shock adjuster...weight jacker... sway (anti-roll) bar adjuster.... pan-hard 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 the **2020** season, rules must be presented at the Fall **2019** 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 the rules meeting. The engine can run for one (1) probation year from January 1st to December 31st if accepted by the Board.
3. The Board will monitor results of the probation engine (s) throughout the season and be able to 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. inch (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. inch (750 cc). It must be in stock appearing form with stock carburetors as per manufacturers specs and run on gasoline only. (See carb, 1c)
Stock ignition box or after-market ignition boxes (NO – MSD)
Dyna 2000 or Vance & Hines are currently approved boxes.
1mm cleanup allowed.

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

All multi-valve engines must start with on-board power...no external batteries allowed. Cars must be able to pull away under its own power and shift through all the 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. **1996- 2003 Kawasaki ZX7 – 750 cc** 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 or breather
 - d) New generation motors allowed to run the same ignitions 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 included carbs, block height, cylinder head deck, porting or reshaping any cylinder head or port.
 - h) Adjustable cam gears allowed (stock 96-03 cams only)
 - i) Aftermarket cam chain tensioner, valve springs retainer, 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 for 1996-03 ZX7 Kawasaki
Tech tool length for the 96-03 ZX7 engines is 6.170 inches. The tool length for the 96-03 ZX7 engines includes .265 for the aluminum adapter and an extra .005 allowance for carbon.
TDC found with dial indicator.
9. **2004 – 2005 Suzuki GSXR – 750 cc** no internal modifications allowed, engines 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 and fuel injection
 - 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 reshaping any cylinder head or port. Aftermarket cam chain adjuster and adjustable cam gears allowed.
 - e) 1996-1997 Suzuki GSXR 750 carbs only (Mikuni BDSR 39SS)
 - f) Only stock 600 and 750 ignition boxes. May be “flashed” for tuning purposes. Power commanders and auto-tuners are allowed.
 - g) Assembly height for 2004 – 2005 Suzuki GSXR 750 New tool rod length
Tech tool length for 2004 – 2005 Suzuki engines is 4.735 inches. This includes .265 for the aluminum adapter and an extra .005 allowance for carbon...NOTE: THIS IS THE EXACT MAXIMUM ALLOWED.IT IS CAR OWNER OBLIGATION TO PASS TECH.

Should an engine fail this measurement, car owner has the option to remove the valve cover and have the piston height checked with the form al tool off the top of head surface as usual.

- h) Oil pans may be cut or modified to facilitate the installation of the engine in the TQ Midget. Aftermarket oil pans may also be used... however, no dry sump systems are allowed. The minimum installed height of the engine is eight (8) inches as measured from the center of the countershaft to the bottom of chassis.
 - i) **2003 – 2005 Suzuki:** Stock fuel injection is allowed including velocity stacks, power commander and auto tune...Car & Driver weight is **920 lbs.**
 - j) You may disable but not remove secondary butterfly motor for the throttle
 - k) Allow the use of 2000 – 2003 stock valve springs only in 2004 -2005 cylinder heads for the purpose of combatting valve wear issues, aftermarket springs are not allowed. The use of valve spring booster shims may be used only to return a serviced cylinder head back to at least stock installed height after a valve job is performed. No more than a .015-inch spring shim may be used.
10. **2000 – 2003 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 and fuel injection
 - c) Any jetting allowed
 - d) Other than cylinder head thickness, no additional machining of components to optimize performance will be allowed. This includes carbs, block height, porting or reshaping any cylinder head or port. Aftermarket cam chain adjuster and adjustable cam gears allowed. The cometic head gasket part number to be used in the 2000 -2003 Suzuki engine is GSKC8663-018 and an extra .015-inch if cylinder head only machining allowed. Also allowed on the 2000 – 2003 Suzuki engine is the 2004-2005 cam chain sprocket ...part # 12731-29G00 (crank gear), and 2004-2005 ignition box and wiring. NOTE: THE ENGINE CASE MUST BE SEPARATED TO INSTALL THE CRANK GEAR.
 - e) 1996 -1997 Suzuki GSXR- 750 carbs only... (Mikuni BDSR 39SS)
 - f) Only stock 600 and 750 ignition boxes. Maybe “flashed” for tuning purposes.
 - g) Assembly height for 2000 – 2003 Suzuki GSXR – 750
New tool rod length – Tech tool length for 2000 – 2003 Suzuki engines is 4.760 – inches. This includes .265 for the aluminum adapter and has been made to allow and extra .005 and .027 for carbon and new specs. NOTE: THIS IS THE EXACT MAXIMUM ALLOWED. IT IS THE CAR OWNERS OBLIGATION TO PASS TECH.

- h) Oil pans may be cut or modified to facilitate the installation of the engine in TQ Midget. Aftermarket oil pans may also be used however, no dry sump systems allowed. The minimum installed height of the engine is eight (8) inches as measured from the center of the countershaft to the bottom of the chassis.
- i) Stock fuel injection is allowed including velocity stacks, power commander and auto tune. **Car & Driver weight is 920 lbs.**
- j) You may disable but not remove secondary butterfly motor for the throttle.
- k) Allow the use of valve spring booster shims for the purpose of returning a serviced cylinder head back to at least stock installed height after a valve job is performed on 2000 – 2003-cylinder heads. No more than a .030-inch shim may be used.

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. Carburetors parts to be interchangeable and re-spaced 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	GSXR 750F	BST36SS Mikuni	35.8 mm
	1989	GSXR 750R	BST40SS Mikuni	39.9 mm
	1990-91	GSXR 750L	BST38SS Mikuni	38.0 mm
	1992-95	GSXR 750	BST38SS Mikuni	38.0 mm
	2000-05 (96-97)	GSXR750	BDSR39SS Mikuni	39.0 mm

2. **RAM Air** is not allowed. All air boxes will be subject to approval by Board.
3. Throttle bodies and carburetors must have a shield to prevent rocks from entering the throttle linkage causing stuck throttles. Entire enclosure would be preferred.

D COOLING SYSTEMS

1. No anti-freeze to be used in cooling system.
2. Any liquid cooled engine must have a radiator catch can...Recommend catch can outside of drivers' compartment, steel braided line and pressure release cap.
3. All motors can use an electric water booster pump to help the cooling system in conjunction with an operational stock water pump.

SECTION FOUR**GENERAL SPECIFICATIONS****A FRAMES**

1. Frames may be constructed in any design, either round or square tubing.
2. Frames must be welded. NO brazing

B BODIES

1. Cars must have a full car body including side panels, hoods and tail in order to be scored. They should conform to standard midget or roadster design.
2. Rear engine designs acceptable provided the car meets safety and design criteria.
3. All cars must be equipped with a suitable flat under-pan extending from the rear end axle to behind the front axle. Under-pan must be flat, for its whole length...all in one plane no curved or angled bottoms allowed, also no edge lips or end fences.
Rear engine cars must have an under-pan or tail section under engine.
4. All cars must have 14-inch minimum overhang front and rear measured from the center of the axle maximum overall length is 121- inches.
5. Maximum height and width on roadster bodies...32-inches high and 32 inches wide measured from the ground and race ready.
6. Upper cockpit bodywork may not project into or towards cockpit. Height of panel and visibility subject to approval of tech committee.

C WINGS

1. Wings must be stationary and contain no moving components while on the race track. Any wing (not spoiler) mounted on a race car must conform to the following maximum specs...
 - a) Length 42- inches, width 32- inches, height 16-inches, bottom side panels must not be offset.
 - b) OR sprint car nose wing, single stage only. Length 24-inches, width 36-inches height 12-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. W 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.

2018

- c) Sprint car nose wing is allowed 16-inches x 32-inches maximum sideboard. Sideboards can not be offset.

2018

- a) If the wing is mounted by a flat solid plate...The TOTAL surface of the vertical plate (wing mounts) including sideboards must not exceed the surface area of the approved wing sideboards of 42-inches x 16-inches x 2 for a total of 1,344 square inches. The vertical plates (wing mounts) must

not be below the lower edge of the approved wing sideboard.

3. One-third (1/3) of front or rear of wing MUST be reserved for Club sponsorship decals as directed by race 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 sponsors decals in the specified location.
4. The TOTAL CAR & DRIVER weight number MUST be on the front of wing large enough for the Officials to see at "weigh in" after the race.

D SPOILERS

Spoilers must be rolled and rounded on edges to satisfaction of Tech 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 Tech 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 Tech committee.
4. Spindles must be of the automotive type and approved by the Tech committee as to safeness of construction.
5. Recommend that a collapsible or telescopic section be included in steering shaft for safety purposes.

F. DRIVE TRAIN

1. Open type drive-shaft must have suitable metal guard ¼ 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 Tech 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 the frame of the car, nerf bar is not considered main frame. Grandfathered cars must have a welded crash bar around the tank.
3. All fuel tanks must not hold more than five (5) Imperial Gallons. Fuel bladders eight (8) U.S. gallon maximum.
4. All cars must be equipped with a fast action shut-off 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 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 a contrasting colour
Recommend: 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-inch OD (1.125) .095 1020 DOM, Docal R8 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 impart.
4. Nerf bars must be 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 sidewall extremities. Nerf bars must extend to maximum 6-inches from front and rear tires with the tires in a straight forward position. Highly recommend...window nets on both sides
5. All cars must be equipped with bumpers: the front bumpers 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 eight (8) inches from the ground.
6. All cars must have brace behind front axle to protect drivers' feet in the event of an accident and must be approved by the Tech 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-inches in front of rear wheel and below midway point of body at point of exit. Exhaust must point outward from car.
2. The exhaust shall not be directed towards 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 if one hundred (100) db.

J

FUEL

Fuel will be tested versus a baseline sample at the race track, it must test plus 15 or minus 25 maximum.

2000-2005 Suzuki GSXR 750's will run Shell 91 octane pump gas, no additives. All other engines must read negative compared to calibrated fuel testing fluid (-0.1 or less). Testing at the Club trailer will be available prior to the event. Top 5 cars (plus random) in feature will be tested. Fuel sample to be drawn from carbs or fuel rail, not fuel tank.

Any car failing a post race fuel check will lose ALL race day points EXCEPT tow points.

2018 K

SEATS**High back aluminum racing seat is mandatory!!**

Minimum seat requirements are based on the features offered by the Kirkey 58 high back racing seat and its installation requirements. It is recommended where possible this seat or equivalent be installed.

Final approval will be during safety car inspection.

- Seat may be purchased or custom fabricated to fit the car
- Minimum 0.075-inch-thick aluminum
- Double rib support (shoulder supports highly recommended)
- Side support for hip and thighs along complete side of seat
- Seat back to support helmet. (head side supports highly recommended)
- Opening for minimum five-point harness. There should be clear passage through the seat opening without belt webbing being corded or binding on edges of seat openings with direct path to mounting points for the harness on the frame.
- Seat MUST be mounted to the roll cage and frame by minimum GRADE 5 – 5/16th bolts and flat washers. Minimum two (2) in the bottom base to frame and two (2) bolts minimum in the back of seat and below the shoulder harness openings to roll cage... Bolts should be spread out as far as possible.

SECTION FIVE**MISCELLANEOUS SAFETY REQUIREMENTS**

- 1. THE TECHNICAL COMMITTEE MAY BAR FROM COMPETITION ANY CAR WHICH DUE TO LACK OF MAINTENANCE, DESIGN OR CONSTRUCTION THEY DEEM TO BE DANGEROUS.**
2. Each season all cars are to be inspected by Tech committee. Car entry must be registered and all fees paid before car is presented for inspection.
 - New entries for the season's final race must be approved by the Board of Directors, seven (7) days prior to the race.
 - For the last race of the year, any "new-comer" that has received permission to race will have their points removed from heat race and feature race and our "regular" Can-Am Midget members that have raced with us during the year will move up into those point spots Also, those "regular" Can-Am Midget racers must have earned a minimum of 120 points before the last race during the season to be considered a "regular".
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 (3) inches wide and fastened securely to the frame of the car. Both fastening, and belt condition is subject to inspection and approval of the Tech committee. Date tag must be visible for inspection. Belts cannot be more than 4 years of from date of MFG as indicated by MFG. Two (2) inch belts can be used with HANS device.
4. All drivers must wear an approved helmet (min. specs SA2010) and a closed 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 also.
5. Mandatory that all drivers wear an approved multi-layer flame retardant suit and gloves – SFI 3-2A/5 or better including fire retardant underwear socks, balaclava and shoes. Arm restraint are mandatory during practice, qualifying and race events. Mandatory use of SFI approved head and neck restraint. Strongly recommend: Fire retardant collar & 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")

7. a) Throttle bodies and carburetors must have a shield to prevent rocks from entering the throttle linkage, causing stuck throttles. Entire enclosure would be preferred.
8. All cars must have a suitable ON/OFF switch within easy access of driver and easily identified. Recommend: Fluorescent paint
 - a) 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 official with the car in any position. The lever must be brightly coloured for identification and have ON/OFF markings.
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. Cooper 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 a part of the regular season points championship series. Rules for "open competition" or "championship" events will be announced prior to those events. Twin 25 laps...when run will be handicapped as per regular show (including running heats). For the first 25 laps feature full points will be awarded. The second 25 laps feature will be half points with the line-up 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. **Double Features Format when not running Heats....**
 - 1st Feature – The line-up will be based on the 3-week handicap totals
 - 2nd Feature – Will be a complete inversion of the 1st feature of all cars finishing on the LEAD LAP.
 - Lapped cars will line-up heads up after the lead lap cars
 - Any cars that did not complete the 1st feature, will line-up at the rear of the field.

FULL POINTS will be given for both features...PAY-OFF will be the total of both features...any ties will go to the car with best finish in the 2nd feature. A "rookie driver" must still start at the rear of the field for minimum of THREE RACE MEETS, after the 3rd meet and finishing on lead lap in two (2) features, there driving habits will be reviewed and if suitable, they will be allowed to be handicapped as usual

17. Any driver involved in a serious accident that requires they be transported to a medical facility for any injury or for loss of consciousness, must remain out of competition for that day's events. They will also be required to have their helmet inspected by the manufacturer and re-certified if it was a head injury. Before returning to competition, they must fill out a form written by the club to be signed by a doctor stating they have been re-examined and are cleared to race. At anytime, if the Board of Directors or Race Director is not comfortable with a situation, they can over-rule the injured party. (The Club will provide the form for the Doctor)

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18. **TRANSPONDERS**

WESTHOLD transponders are mandatory at all tracks the support this system

Westhold "ORANGE" direct wired units are recommended

My LAPS systems are not compatible

Mounting location to follow....

SECTION SIX

PAINT AND CAR NUMBERS

1. Cars must be painted and numbered in contrasting colours, to be clearly seen by scorers, or car will not be scored.
2. All cars must have numbers at least three (3) inches wide and ten (10) inches high painted on their car in contrasting colours on both sides of car and on the front. Foil numbers not allowed. All cars must have their number on the rear of car also, so driver behind can see the number. Any car not having the number so placed will have no recourse in the case of dispute over finishing position. Numbers must be clearly visible or at least approved by scorers. If scorers are unable to see your number it must be changed.
3. All cars must carry their correct number as issued by the club. Any number changes requested must be in writing to the Club, from both parties concerned and approved by the Board of Directors.
4. There will be no three (3) digit numbers issued. Only three (3) digit numbers maybe assigned 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. Their previous number shall be reserved until the owner relinquishes the number one (1). All prize money including the high point championship monies, is awarded to the registered car owner. Only the reigning championship car can use number one (1).
7. The high points driver in the Club standings is awarded the Club's Drivers Championship.
8. **Rookie of the Year** Award – More than five (5) completed point race events in one racing year is considered the rookie year for any driver. Driver with the highest points determine the 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 final decision is determined by the Board.
10. **Sportsman of the Year** Award – Voted on by owner/driver only...one (1) vote Board will not make nominations. Open to all eligible (active members). Officials are to cast one vote as a team on Sportsman award.
11. **Best Appearing Car** Award – to be decided by the Board
12. **Official of the Year** Award – is also an owner/driver vote
13. **Mechanic of the Year** Award – is decided by the Champion that year.

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SECTION SEVEN

GENERAL RULES

- A.
1. Improper language or gesture – any person within the jurisdiction of the Club who at any time uses improper language to any member of the Club shall be subject to immediate suspension. The length of suspension will depend on the degree of the offense. Decision will be made by the Board.
 2. Any persons causing a disturbance may now be banned from the premises as well as pit area. The incident will be brought before the Board for review. The person may be fined, suspended or both.
 - 2019 3. Conduct – Any person within the jurisdiction of this Club who at any time causes bodily harm or strikes or pushes any person shall immediately be suspended from the next race and fined not less than **five hundred dollars (\$500)**. **Any driver or crew member, that leaves their pit area and/or enters another team's pit, and becomes involved in a fight, will automatically be at fault as the aggressor. They will be subject to the necessary fines and/or suspensions.**
 4. Any board member involved in an incident requiring a ruling by the Board will not be allowed to participate in the Board meeting concerning the incident.
 5. On the Board's request only, the persons involved in an incident being reviewed will be present at the Board meeting concerning that incident.
 6. No rule changes to be made during the race season. Safety issues exempt with a car owners 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 competition. If a driver is not in good physical condition, the driver may also be excluded from competition. This also applies to pit crew, and members of the Club.
 9. The use of intoxicants by car owners, drivers, mechanics, pit attendants or regular track officials are strictly prohibited. A suspension or fine may immediately put 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 with the Can-Am Midget Club you must either possess a valid driver license or be at least 15 years of age, and apply to the Board 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 one (1) year or until holding a valid driver's license.

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12. Teams and team members will represent the Can-Am Midget Racing Club in a professional and courteous manner at all times. **The professional manner includes, but not limited to verbal representation, social media, text messaging, written representation, and/or any representation that represents the Can-Am Midget Racing Club Inc. and/or any of the Clubs affiliates.... Failure to comply, with any of the above, may result fine and/or suspension of the team and/or person or persons involved, or any other actions deemed appropriate.**
13. No crew shall enter the race track competition area (surface, infield, etc.) without permission, either during an event or yellow/red flag situation. Officials will signal to allow crew to attend to the car as required.
14. For open competition shows sanctioned by this Club, a temporary permit of twenty-five dollars (\$25) per show must be paid by any visiting cars. By the third race, the registration fee of \$100 must be paid. (\$50 for 3rd show). Fee payable out of current nights purse.
15. No radio communication of any type is allowed between car & crew. Race Director to driver with race-ceiver or scanner is mandatory.
16. He or she or car with a minimum of 30% attendance/participation in the Club's race events can submit any new rules to be added, amended or deleted for the next year of competition. Must have joined before August 31st of current year and paid membership in full. Rule submissions must include an explanation as to the 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 eligible to receive a lifetime membership. This includes only a membership card. Does not include car registration.
18. 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 owners, drivers and membership is required. The final decision will be subject to the Board of Directors. No race will be added more than one (1) week later than the last originally scheduled race. If the last race of the year is rained out, an attempt will be made to reschedule that race at the same track the following day or the following weekend. If this is not possible due to either scheduling conflicts, or weather, the season will be deemed complete.
19. 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.
20. The final points race of the season will be designated as "The Harry Macy Memorial".

SECTION EIGHT

RACING RULES

1. All cars must be kept in their pit area when not on the track.
2. When preparing to start a race, all cars on the track, will wait until notified to start their engines. All cars will grid in their starting positions including the bubble car.
3. On original or re-starts you must be in racing gear on the white flag lap.
4. All races will be rolling starts. The pole will set the pace. No competitor will 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 member can restart a stalled car.
6. A maximum of five (5) pace laps will be run before the race is started. if a car is unable to start in that time, it will be sent to the pits. Once the race is under way, any car not taking the original green flag, will NOT be allowed to enter the track, under any circumstances.
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 Race Director.
8. In the event of more than 24 cars are present, the 25th "bubble car" will follow the 24 qualified cars until the white flag is given at the start of 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 and the "bubble car" will assume the 24th position. Once the initial green is given, regardless of laps completed, the 25th car can no longer 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 with the "bubble car".
9. Cars must stay in line at the start of a race until they have crossed the state-finish line. There will be no passing or swinging wide until the starter has been passed. Scoring will subtract any position gained by the passing before the line at the earliest opportunity or the end of the race. The Race Director may add an additional penalty.
10. In all starts, all cars must complete one (1) full lap before the race is officially on.
11. In heats and consi races, 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 the accident or spin-out cars restarting at the rear of field. Two (2) restarts per car will be allowed in the A feature and B feature races.
12. We will do "Double File" restarts up to lap 20 in the feature. There will be two (2) chances of double file restarts per lap...if unable to complete that, we will do a single file restart for that lap, and the next restart will go back to double file.

13. On a flying restart all drivers may resume racing speed the moment the starter displays the green flag, regardless of their position on track.
14. When under caution (yellow) flag, the lead car should cut his/her speed to at least half the normal racing speed. Passing on the caution will be allowed only when the leader overtakes an ailing or very slow-moving car.
15. During a red flag you are not allowed to have work done on your car while on the track, and no crew member can move you off the track. Officials, when conditions are safe can move cars into the pits and then work can commence on the car. Cars already in the pits, when the red flag is out may continue to work on their cars. Cars near the accident scene, or cars that are uncertain as to where the accident is during the red flag condition must also turn their cars off. If it's apparent that you are not near the accident scene, you may leave your car running.
16. 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 restart.
17. At the completion of a race, all cars must take one (1) additional complete lap on the track before pulling into pits.
18. 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 proceed to the pits/scales. On special occasions the winner shall stop at the start-finish line for trophy and photos.
19. Drivers shall drive and race in a manner compatible with general safety, respecting the right of competitors to "racing room". It's the driver's responsibility to avoid physical contact between cars. The responsibility for passing another car rest with the overtaking driver. However, this does not exempts 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 access penalties for blocking.
20. Only the marked race track surface may be used by drivers during any track session (practice, qualifying heats or features). If a driver goes off the marked surface (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 penalties. No driver shall improve his position by leaving the marked racing surface.
21. 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 involved he/she may restart in his/her position.

- 2019 22. 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 track, during an event, after the checkered flags has been shown or in the pits area, are subject to penalties of \$200 fine and starting from the last position in the next three (3) completed race events.
- Anyone, who willingly or maliciously uses their car either on track or in the pits, to injure, damage or destroy another person or property will be subject to fines and/or suspension or both. The length and amount of fine will be based on the severity.
- 2019 23. Any driver who feels that an infraction of these rules has been committed, shall obtain a protest/inquiry form, from the Club trailer and complete form. It should be given to the Race Director for discussion or action. All parties involved in protest shall be given the opportunity to present their case to the Board of Directors prior to a decision on said protest. This protest/inquiry may involve the Race Director, safety corner observers, the Board and any other witness 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's applied and when it shall occur. 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. Go-Pro cameras cannot be used...not enough overall view. As well as, NO on-board videos will be allowed as evidence for any on-track incident.
24. 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.
25. Once the green flag has been thrown, and the race started, you are not permitted to go into the pits to change car or driver.
26. 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 Race Director. After their third start and after qualifying in at least two (2) heat races, their driving habits will be reviewed and, if suitable, they will be allowed to be handicapped as usual.
*Also see Rule Section # 5 - #16 under Double Feature Format...for further rookie criteria.
27. A 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 can 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 habit will be reviewed and if suitable, will start the feature from their qualifying finish in the B-Main.

28. Any additional rules, updates or supplementary rules will be posted on the Club trailer at each event. All competitors will be responsible for knowing and obeying these rules. They will be published and added to rule book if applicable.
29. The driver and team will accept any penalties in sportsmanlike manner.
30. Criticism and abuse of Officials will not be tolerated. Civilized discussions are welcomed but will be terminated if abusive or "dead-ended".
31. Technical infractions and protest will be handled in the same fashion.
32. Protests deficient in logic, reason, facts or evidence may be denied by the Race Director.
33. The chassis and car number are the official entries to the race event. You can ONLY CHANGE - either a car number or driver, BUT NOT BOTH. Any change of driver, chassis or number after qualifying will require that entry to start from scratch position in feature.
34. Intentional caution (yellow)...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 or Board could be assessed at event conclusion by re-scoring finish or one (1) lap penalty.
35. Top 5 cars to go to scales to be weighed after the A-Feature. Race Director may add any randomly chosen cars to be weighed as well. All heat race winners must go directly to the scales to be weighed after the heat race. Failure to go to the scales means you finish in last place for that race. Points and money will be allocated accordingly. For handicapping purposes, you are scored in the position you came across the line. Example: 15 cars in feature, and you finish 2nd place on the track, you fail to report to scales, means you will receive points and monies for 15th place finish. For the next races handicapping, you are assumed to have finished 2nd in feature, to not gain a better starting spot the following weeks. You must still go to the scales even if you didn't go immediately. As soon as you realize your mistake, or an Official tell you to go. If you refuse, then you are "disqualified". Then at the scales you will be weighed, fuel checked, tires checked and any other current rule to be checked...Any infraction after that means "disqualification".
36. 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 the distance.
37. If a race has not reached half the distance, and is to restart, it will be single file with any cars involved in any altercations at the time of stoppage positioned at the rear. Any cars, that previously dropped out may restart behind these cars. If a race is stopped (rain etc.) before reaching half way, when the race is resumed at the rain-out date. It will start at the last completed lap and in the running order. Example: stopped at lap 9, will start the race 9 laps down, field will be lined up as they were running.

39. Scuffing of tires will only be permitted on the verbal advice and or signal of the race official. There will be no scuffing prior to that signal, there will be no scuffing once the field is doubled up. No scuffing on taking white flag. This applies to both initial start and re-starts. Offenders will be placed to 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. Shifting on the white flag lap will result in that car starting from the rear of the field.

SECTION NINE

ENGINE & OTHER PROTESTS

1. a. A protest is only necessary when it's believed that an engine rule is being contravened. A club member may file a protest by the following procedure.
- b. A \$250 protest fee must be presented to the Tech/Race Director within 15 minutes after the completion of the feature race and a protest/inquiry form completed and submitted. Official will impound the entry and perform the required tech inspection and measurements.
- c. If the engine is declared legal, the protest fee will be awarded to the owner of the protested car.
- d. If the engine is declared illegal, the protest fee will be returned to the protester and the protested owner will be suspended two (2) race events completed. All prize money and point for that event will be forfeited. The owner shall forfeit all points earned to that point in the season. The driver and owner may not compete in any vehicle for two (2) race events completed.
- e. The officials shall immediately notify the person in charge of the vehicle under protest. The officials will deliver notice of disqualification or penalty and any fines associated with the penalty. The vehicle must not be removed from the premises, until the inspections are complete.
- f. The officials will inform the person in charge of the car under protest as to what parts must be removed off the engine to facilitate the inspection. The parts must be removed off the car by the team members of the protested car.
- 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 Tech 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 fine and loss of points. All decisions must be ratified by the Board.
- c. No car shall be allowed to compete with a known 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. The "Finish" will be posted on the Club trailer after the race and the time noted.

SECTION TEN

RACE PROCEDURES

1. Race procedure shall be decided upon by the Officials, on the day of the scheduled events. It shall be determined by the field of cars entered and by the various requirements the situations call for.
2. The number of laps per heat, consi and feature will also be governed by item one (1).
3. A drivers meeting will precede each event and any supplementary rules will be announced.
4. Scoring will determine each grid based on the "Official Handicapping Procedure". Positions will be posted on the Club 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 grid (cross-over). 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, the 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 they were on. The order will be determined by the running positions 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 the 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 the cars in attendance for the prior part of the program may participate in the feature.
8. All Can- Am Midget sanctioned races will award points to those in attendance. (Can-Am Midget rules only)
9. All co-sanctioned events with other clubs will award tow points only. (can be any amount)
10. All draws for positions (qualifying heats, B or A features) to be done at the Club trailer with ALL drivers present.
11. If a driver is put to the last place in the finish at the end of a feature, because of a penalty they will receive an additional handicapping of 100 points. Doing this will not give them advantage for 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 hours after the finish of the race.

13. Number of heat races... **16 cars or less2 heats....4 to qualify**
17 to 21 cars2 heats....5 to qualify
22 to 24 cars3 heats....4 to qualify

B-Feature cars will fall in after the heat race cars...If no B feature is run, non-qualified cars fall in after qualified cars according to heat race finishes.

FLAGS AND LIGHTS

1. The GREEN flag shall start or re-start 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 penalties.
2. The MOVE OVER or BLUE flag may also be a rolled flag with the motion to move to the inside of the track, which will signal to the drivers that the leader will be passing. The driver will safely move to the inside groove and allow the leaders to pass unimpeded by whatever is the safest. Lapped cars will retain their track position on all restarts unless the caution occurs during the last 5 laps of the race. In this case, the lapped cars will restart behind the lead lap cars.
3. The BLACK flag or pointed rolled yellow at a particular car mean stop for consultation with official. See rule 13 & 14. If displayed at flag-stand, waved or shown with a red flag...stop as safely and quickly as possible and move to a position, so you do not block the track, for emergency vehicles to get thru.
4. The WHITE flag – before the green flag...one (1) lap until start or restart. Also, it will be displayed when one (1) lap remains before the checkered is thrown...signifying end of race.
5. The YELLOW flag (caution) stop racing, slow down, hold position and no passing. Be prepared to be repositioned when we revert back to the last completed lap.
6. The RED Flag at the 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 do a “cool down” lap.... Re-enter the pits in a safe and orderly fashion.

SECTION ELEVEN

RACING INFRACTIONS & PENALTIES

PENALTIES

1. Penalties may include but are not limited to fines, loss of points, change in finishing position, change in starting positions in heats or feature 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 their 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 the penalty may carry over to the next racing season. The Board will decide on a case by case basis.

RACING INFRACTIONS

AGGRESSIVE DRIVING - Includes – Slide jobs, late dives, causing 3 wide, running into the back of the car in front, out of control, blocking, etc.

Penalty – 1st Offense – Written warning (possible probation)

2nd Offense – Disqualification from that night...forfeiting all points and monies and one race suspension.

OVERLY AGGRESSIVE DRIVING – Includes – putting others in danger, causing a serious accident, etc.

Penalty – Disqualified from that night...forfeiting all points and monies and one race suspension.

TECHNICAL INFRACTIONS

Any of the following will receive the same penalties....

Under-weight – Illegal Fuel – Failure to comply with Tire Rules or Failure of any other current rules being checked by Tech.

Penalty – If disqualified in the heat...scored in last place and will have to qualify through the B- Feature.

If disqualified in the A Feature...forfeit all points and monies

Will receive only tow points and tow monies and any heat points earned...

If disqualified, you will receive an additional 100 handicapping points.

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KNOWN INFRACTIONS

At the discretion, of the Tech Committee and Race Director, the rule...
“No car shall be allowed to compete with a known infraction,” can be waved. And in its place, the penalized cars' ECU (Electric Control Unit) will be replaced with an ECU, supplied by the Club Tech Committee. This ECU has a 12000 RPM rev limit. This is only allowed for a one race event, and the infraction must be rectified before the said car will be allowed to compete.

FAILURE TO GO TO THE SCALES

Failure to go immediately to the scales, means you will finish in last place for that race...points and monies will be allocated accordingly. Even though you failed to go immediately you are still required to go once you realize or are told by an Official. If, you refuse it is an automatic disqualification. At the scales you may receive further teching...possibly weight, fuel check, tires checked or any other current rule. Any other infractions found, after that will mean a disqualification.

For handicapping purposes, you will receive point total for the position you crossed the finish line in.

Example – 15 cars in the feature, and you finish 2nd on track, but failed to go to the scales...you will receive points and monies for 15th place, but for the next weeks handicapping it will be tallied as if you finished in 2nd place in the feature...this is so you don't gain a better starting spot next week.

If you are disqualified, you will receive an additional 100 handicapping points!

SECTION TWELVE

HANDICAPPING PROCEDURE & POINTS

The system is designed to reward regular participants while at the same time not to 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.

Handicapping is based on a **driver**, three (3) week average.

If you miss a race meet, it is counted as a win.... 180 points

NOTE- if under double feature format a win is counted as 290 pts.

See Rule # Section 5 - # 16

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 meet. 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 driver in attendance with the lowest number of handicapping 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 of heats.

To maintain their handicap starting spot for the heats, they must have taken a green flag in practices. 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 car count warrants it) or a B-Feature.

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

They will line-up for the feature after the qualified heat cars, to complete the field.

STARTING POSITIONS FOR 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. Any driver that misses a race or races within the three (3) race handicap calculation period, will have the missed races handicapped as a win... 180 points (or 290 points if running double features).

At the start of the new season, the last three (3) race results from the previous season will be used to calculate the line-up for the 1st show.

The 2nd show will be based on the 1st show of the new season only...

The 3rd show will be based on the 1st and 2nd show. The 4th show will be based on the 1st, 2nd and 3rd shows. This is now where your current season three (3) race handicapping calculations begins.

Handicapping numbers will be posted weekly on the Club trailer.

POINTS...

2019

ONE drop night will be removed from the Point Standings at the end of season.
The driver MUST BE in attendance of the event, if the driver is not in attendance, the zero (0) amount will remain. The drop would be your lowest points night and it would potentially be caused by engine problems, involved in wreck, etc....

FOR THIS TO WORK

The weekly format will need to be decided at the beginning of the year.
 (Double Features, or Heats & Feature) all based on car counts
 NOTE- The tracks may also dictate this as per our contract agreements.

You must take a "GREEN" with the intent to compete by running a heat race, Consi/B-Feature or Feature to receive **50 tow points**. You will receive tow monies only, if you take a "GREEN" in practice.

HEATS

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

only cars that qualify for the feature will receive heat points...
 i.e.) if 5 cars are taken directly into the feature re-handicap...the 6th place car will not get the one point.

CONSI / B-FEATURE

1st non-qualified car - 17 points
 2nd non-qualified car - 16 points
 3rd non-qualified car - 15 points
 4th non-qualified car - 14 points
 etc..... decreases by 1-point increments

FEATURE

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

