

Bakersfield Speedway

Official Rules

Mini Dwarf Division

Important Mini Dwarf Racing Information

Current insurance release forms must be filled out and signed by BOTH parents before anyone is able to race.

Birth certificate must be on file at the race track office.

No one under the age of 16, except for the drivers will be allowed in the pit area.

Mini dwarf drivers will be allowed at anytime in the main pit area on mini dwarf race nights only. Driver must be accompanied by an adult at all times. NO EXCEPTIONS.

Mini dwarf driver ONLY will enter area for free. ALL PIT CREW MEMBERS AND OR PARENTS WILL BE CHARGED NORMAL PIT PASSES FEE TO ENTER PITS.

Mini dwarf divisions will be determined by age and or ability. To be determined by track officials.

Main events will be limited to 14 cars. B Mains will be used to determined main event cars if necessary.

NO CREW MEMBERS AND OR PARENTS WILL BE ALLOWED ON THE RACE TRACK AT ANYTIME DURING PRACTICE, HEATS OR MAINS OF THE MINI DWARFS. THIS IS FOR YOUR SAFETY AND SPEEDWAY OFFICIALS AS WELL. A AREA WILL BE PROVIDED TO WATCH THE RACING FROM.

Drivers: Drivers in this class shall be from the age of 5 through age 13, as proven by a certified birth certificate copy to remain on file with the Raceway along with all necessary registration papers and minor releases. The minor release must be signed by both legal parents in the presence of a BS official or a certified notary public. No minor may compete or drive a vehicle without these forms on file. Grandparents or stepparents may not sign for these minor drivers unless they have legal custody as proven by court documents to be presented at the time of signing. Mini dwarf cars will be divided into two divisions as follows:

Mini Dwarf Age Group 1 - age 5 through 8. The first group will be from age 5 through age 8. This age group will run on the "small infield track n. Points will be awarded in accordance with the BS Point Schedule.

Mini Dwarf Age Group 2 - age 9 through 13. The second group will be from age 9 through 13. This age group will run on the "small infield track". Points will be awarded in accordance with the BS Point Schedule.

Switching Age Groups. If you start racing in Group 1 and you turn 9 years during the year you may elect to start racing in group 2. If you elect to do so you will become a "rookie in this division" and start at ZERO points. There is no carry over of points from group 1. If you elect to switch your child from group 1 to group 2 you MUST get approval from the BS Race Director one week in advance.

Race Certification: All drivers and crew in this class must be knowledgeable of BS Race etiquette, flag meaning and usage and all BS race procedures. The driver of any car and at least one parent and or adult crewmember must attend a BS driver meeting scheduled at every race.

Pit Passes and Pit Location: All drivers and minor crew members in this class must purchase pit passes that are good solely for the restricted pit area. Adult crew members pit pass is good for both the restricted and regular pit area. Drivers and cars in this class must pit their vehicles in the restricted pit area. Under no circumstances may a driver be allowed in the regular pit area unattended and not accompanied by an adult. NO EXCEPTIONS.

Any driver found in the regular pit area during the running of an event except as stated earlier, will have their pit pass pulled and not be allowed to compete that night. Recurrence of this problem will be grounds for suspension of their BS license.

Driver and Crew Conduct: In case of any rules challenge, scoring questions or disagreements of any kind involving race procedure, a car or driver, one adult crew member may discuss the issues with a BS Official. At no time may any driver, crew member or parent verbally abuse or physically abuse any BS Official, other driver or crew member. At no time may a driver, crew member or parent go into another drivers pit space to confront them about issues involved in racing. Any problems must be taken up with a BS Official, who will deal with the problem. Failure to follow these rules may result in a disqualification, fines, or suspensions from BS competition for themselves, the car and driver they represent.

Car Body and Role Cage:

The car body may be vintage coupe, sedan, sedan delivery, wagon or truck. The entire body of the car shall be made of steel or aluminum. ALL MAIN CAGE BARS MUST BE ONE PIECE, PERMANENT STRUCTURE. NO HINDGED OR TWO PIECE DESIGN. NO PART OF THE DRIVERS HELMENT SHALL BE TALLER THEN THE MAIN CAGE. BOTH RIGHT AND LEFT DOORS MUST HAVE A MINIMUM OF ONE BAR WELDED THROUGH THE MID SECTION OF THE DOOR FRAME. All cars must be fabricated so driver may exit through a roof hatch or a driver door that opens and provides quick and safe entrance or exit from the car by the driver. Body panels must cover the sides of the car in the leg and foot area to prevent any intrusions. There shall be no sharp edges or corners on any body parts. Maximum height of car body from the lower frame rail is 35"

Width Rule:

Maximum width of car is 42" at any point. Car must be able to roll straight through width gage before race to be legal to race.

Wheel Base:

Minimum 57.5" maximum 58.5" measured from the front to the rear axle center points. Maximum width is 42"

Car Weight:

Minimum weight for 5 through 8 year olds with driver is 300 lbs. Minimum weight for 9 through 13 year olds with driver is 325 lbs.

Ground Clearance;

Minimum of 2" at bottom of seat. Frame rails must be higher than bottom of seat.

Tires and Wheels: MAY RUN EITHER THE 8" OR 6" REAR TIRE. THE BAKERSFIELD SPEEDWAY HIGHLY RECOMMENDS THE USE OF A 6' REAR TIRE.

Wheels 6" in front, 6" or 8" in rear, standard offset, left and right wheels may be steel or aluminum. Tires will be as follows: Front 15 x 600 x 6 turf tread, Rear 16 x 6.5 x 6 or 8 turf tread.

Race track reserves the right to implement right rear tire pressure rule at any time during the racing season.

No racing compound of any kind. No bead lock wheels.

Clutch:

One dry centrifugal type clutch permitted. Chain driven.

Brakes:

One or two brakes on rear axle only. Disc or drum style, foot brake only. Rotor can be drilled. Throttle: Must be operated by a foot pedal only. All cars must have a positive return spring at the carburetor and the foot pedal. Throttle must always fully close.

Drive Sprockets:

Any steel or aluminum split or solid rear drive sprockets. Jackshafts are allowed. No torque converters. No belt drive systems. Chain guards are required at the engine. Cannot be bigger than 99 teeth.

Engines:

The Honda GX200 or Honda GX160 are the only engines allowed for the Mini Dwarf division. The engine **MUST** remain **STOCK** and meet all of the Honda Original Manufactures Specifications and must be mounted behind the driver.

NO OTHER BRAND OF ENGINE WILL BE ALLOWED TO COMPETE .

ALL ENGINES WILL BE SUBJECT TO COMPLETE TEAR DOWN TO ENSURE STOCK ENGINE AT ALL TIMES.

PROMOTER RESERVES THE RIGHT TO REQUEST ENGINE TEAR DOWN TO ANY MOTOR TO ENSURE STOCK ENGINE.

ENGINE RULES ARE AS FOLLOWS:

Block:

The engine block must be in an OEM 'as cast' condition with no machining.

Bore: 2.685" minimum – 2.718" maximum. Stroke is 2.123" +.010"-.005"

Block head matting surface may be machined, however, **NO PISTON POP OUT IS ALLOWED.** Welding to repair cracks or breakage is allowed only in areas where the affected portion does not require re-machining, and not in areas where the welding may be construed as a performance gain. The crankcase may only be vented using the normal, stock unaltered methods. The crankcase can not be vented additionally through the plugged governor apparatus, the side cover gasket, main seals, valve cover gasket, valve cover check valve (which must be retained and unaltered), or any other means.

Bearings, Main:

Main bearings must remain as a press fit in the block.

Main bearings must be standard, unaltered, uncoated, genuine Honda parts, manufactured and listed for the GX200.

Crankshaft:

Must be stock unaltered OEM. No alteration, polishing, additions, removal of material, modification or machining of any kind is permitted. Crankshaft journal diameter is 1.180"max – 1.168"min. Governor gear removal OK.

Crankshaft Gear:

Must be stock unaltered OEM. The crankshaft gear may not be rotated to change the camshaft timing. The timing marks must line up.

Piston:

Must be stock unaltered OEM flat top or dished only. No domed or valve relieved piston of any kind allowed. Coating, anodizing, re-sizing, knurling, or lightening of pistons is not permitted.

Piston Rings:

Must be stock Honda rings. All three piston rings must be used, installed correctly and in working order. Ring tension may not be changed by heating or other means.

Connecting Rod:

Must be stock unaltered OEM. No machining of any type allowed. Stock rod bolts only.

Combustion Chamber Volume:

25 cubic centimeter minimum, with piston at TDC, using prescribed procedure. The liquid CC check is the official check (IF THE ENGINE FAILS THE CC LIQUID CHECK AT ANY TIME DURING THE TECH PROCEDURE IT MUST BE CALLED ILLEGAL)

Cylinder Head:

Must be stock unaltered OEM for GX200. Cylinder head model casting number MUST be visible to tech and match engine block.

No alteration, modification or machining is permitted to the head except for the head gasket surface. The entire inlet and exhaust tract surfaces must remain stock and is a NO TOUCH AREA.

Camshaft:

Must be stock unaltered OEM. No alteration, polishing, additions, removal of material, modification or machining of any kind is permitted. Max lift intake .230" at push rod, Max lift exhaust .230" at push rod.

Valve Cover Gasket:

Stock Honda valve cover gaskets may be replaced with any gasket of the same basic shape as the stock Honda gasket. The thickness of the gasket must be within the specifications listed for the engine model.

Valve Seat:

Stock Honda 2 or 3 angle valve job must be used.

Valve seats may not be resealed shallower in the head.

Valve Guides:

New valve guides must be installed as close to stock position. They can not be pressed flush with the port floor.

Valve Springs:

Valve springs must be of appropriate Honda manufacture and be unaltered (including but not limited to shot or glass beading of surface, or heat treating).

Shimming of valve springs of any kind is not permitted.

Rocker Arms:

Rocker Arms must remain in stock unaltered condition. Only stock GX200 rocker arms are allowed. Ratio must remain stock (1:1) as well as all dimensions. No filing, grinding, milling, bending, welding or any modification is allowed. Part may be checked against a known stock part both visually and dimensionally in tech inspection.

Valves:

Stock Honda GX200 valves must be used.

Valves must not be altered, polished, lightened, welded, brazed, or machined in any way. Only stock, unmodified valve keepers may be used, installed properly on the appropriate valve.

Valve Keeper:

Must run stock Honda supplied keepers. Aftermarket keepers are not permitted.

Ignition:

Must be stock unaltered OEM system. Only OEM parts are permitted.

Stock timing and flywheel key must be run at all times.

Flywheel key must be stock. No offset, ground or reshaped keys allowed.

Flywheel:

Must be stock unaltered OEM only (5lbs 4oz minimum) including plastic fins. No small fans.

Recoil:

The standard utility recoil starter assembly must be entirely in place on all Honda

engines and must be the only method of starting the engine. It must mate with a stock unaltered starter cup that is bolted to the flywheel. The standard spacer must be retained between the recoil and engine shroud.

Gaskets:

Side cover gaskets, as well as carburetor bowl gaskets and o-rings must be of stock appearing shape.

Governor:

The governor may be removed from the engine. All external holes caused by this removal must be plugged and can not be used for crankcase ventilation.

Coatings:

The cylinder block, side cover and head finish and texture must be AS CAST by Honda.

Carburetor:

Thai and Honda models only. Carb to intake sealer is gasket only, no other sealer allowed. Choke must be supplied from factory. Venturi .585" NO-GO, Rear carb bore .751" NO-GO.

No alteration, modification, or machining of ANY kind is permitted to ANY part of the carburetor. Aftermarket air filter adapter allowed.

Phenolic Spacer:

Must be stock GX200. Phenolic Spacer. Two induction gaskets are required, one on each side of the phenolic spacer. These induction gaskets shall be of stock appearing shape and each shall have a maximum thickness of 0.030" compressed.

Fuel:

Must run track approved race gas only. No fuel enhancers, nitrous or alcohol allowed. Must pass water separation and or color verification test at all times.

Engine Oil:

Standard engine oil only. No oil enhancers or additives allowed. Must pass burn and or sniff test at all times.

Suspension:

Front axle shall be made of one solid bar and have a one or two spring suspension. Mechanical front shocks only. No air, oil or gas allowed in shock at any time. Shock must be drilled with 3/16" hole and visible at all times for tech inspection. No independent front suspension of any kind. Weight jacks are permitted. There is no rear suspension allowed of any kind. Rear axle must be solidly attached to the rear frame rails.

Bumpers and Nerf bars:

There will be no sharp points or edges. Front and rear bumpers must be minimum 42" wide, 6" high, 5" above the ground, measured at the center of the bumper. Nerf bars must be mounted in a minimum of 3 points on both sides, in front of rear tires and behind the front tires. Nerf bars must extend out to become same width as front and rear bumpers. The lower bar must be parallel to the lower frame rail, in front of the rear tires, then curve or bend toward lower frame rail, attaching behind the front tires. The upper bar must be attached to the roll cage. Front bumper MUST be mounted to the outside of the front nose or body.

Safety:

A positive bi-directional "kill" switch must be mounted toward the rearward portion on top of the roof. No push type switches allowed.

An additional bi-directional "kill" switch must be mounted within reach of the driver inside of the car. NO push type switches allowed.

All cars must have an approved 5-point racing harness, 2" wide minimum, with a quick release buckle. Belts must be attached to the frame or cage with not less than 3/8" grade A bolts. All seatbelts will be installed at a 45 degree angle to the drivers hips, shoulder harnesses come from behind the driver and will go over both shoulders so that they will be held securely in seat (all safety restraint harnesses shall be installed in accordance with manufactures guidelines). All cars must be equipped with a high backed approved racing seat. Helmets must be approved, full face, racing type and must be worn at all times with visors in the down position. Current SA safety rated helmets. The Snell M Rated helmet may be used only with a SFI fire rated head/face sock. Neck collars are mandatory equipment and must be worn at all times. All drivers will wear an approved type driving suit and gloves. Drivers must wear closed toe shoes with racing shoes recommended. Arm restraints are mandatory. All internal roll cage areas that could contact the driver must have sufficient padding

Numbers:

All cars must have a minimum of three large numbers located one on each door and one on the roof. Numbers must be a minimum of 12" high. A 3" number will be placed on the rear of the car and also on the front facing part of the roof. All numbers shall be plainly visible and in contrasting colors to the car with officials having final approval.