

BMRS 2026 Rules

Schedule 2026:

	Date	Classes
Race #1	1/17/2026	Production and 1/32 Eurosport Light
Race #2	2/21/2026	Production and 1/24 Eurosport
Race #3	3/14/2026	Production and 1/32 Eurosport Light
Race #4	4/11/2026	Production and 1/24 Eurosport

Dates are subject to change.

Time schedule for race

11:00 AM Track open

11:00 AM Drivers' registration (all classes) and hand out of production race motors (lottery) open. 12:00-12:45 PM Regulated practice. The race director can change time between classes according to the number of participants.

12:45 – 1:00 PM Technical inspection

Second class practice is for 1 hour after first class end, 15 min technical inspection for the second class and 5 min extra technical inspection (10 lap penalty) (if needed)

Entry Fees

1. All Classes will cost \$10 per class.
2. An extra \$10 will be charged per race for the rental of handout motors and board setup in Production. This \$10 fee is to be paid in cash during registration.
3. Pit Pass for the day is \$15.
4. \$4 dollars from every entry will go to an end of year prizes. NO pay outs the day of race.

Points

1-45 6-40 11-35 16-30

2-44 7-39 12-34 17-29

3-43 8-38 13-33 18-28

4-42 9-37 14-32 19-27

5-41 10-36 15-31 20 and down 26

Bonus Points: 1 point for Top Qualifier.

Racing Principles:

- Lane rotation is fixed as follows: 1 - 3 - 5 - 7 - 8 - 6 - 4 - 2 (Red - Green - Blue - Purple – Black -Yellow - Orange - White).
- Lane change is the driver's responsibility. No compensation can be given for incorrect changing of lanes. - If a problem with the track occurs, which requires the heat/race to be restarted, any driver who has worked on their car before the problem occurred and is ready before the heat/race was stopped, shall be allowed to start in the restarted heat/race.
- Drivers that have retired from the race and handed their cars over to the race direction are not allowed to restart even if the group should need to be re-run.
- Only during the actual race time or qualifying, when track power is on, are drivers and/or their pit crew permitted to work on their cars.

- Changing tyres in qualifying or in the warmup in the heats is prohibited.
- During lane changes, drivers and/or their pit crews may change lane sticker, straighten the braids and body on the car and push in body pins.
- A specific part of the track will be designated as the pit zone by race direction before the race starts. - There shall be a minimum 3 meters of pit stop table, provided by the organiser, not close to the lap counter.
- The driver is allowed to replace her/his car in front of her/him, if the car was picked up from there or else it must be placed in the pit zone.
- Any car damage that would make the car illegal, such as the loss of a major part of the body or a car dragging the track surface, must be immediately repaired during actual race time.
- The driver may continue a maximum of 3 laps before stopping to repair the car. An exception is the loss of a front wheel(s) during racing, and which must be repaired/replaced before the start of a new stage of the race. - During all stages of the race drivers and turn marshals in the ongoing group, and the race direction, may make track calls.
- If a stop is done in qualifying on the discretion of the Race direction due to a track fault the driver may choose to re-run their qualifying, thus losing any time made in the first attempt.
- Race direction can temporarily stop the race due to:
 - A. A car in a non-marshalable position (i.e.: in the middle of the straight in front of the drivers or on the in-fields)
 - B. A car under a bridge or on the floor in any area
 - C. A car becoming a rider on another lane
 - D. For a track fault or issues in the venue (at the discretion of race director)
- The race direction must, before the race begins, point out which areas of the track that are considered under a) and b).
- Drivers can call for a stop by no other word than "Track!" and only in situations and areas pointed out by the race direction before the race.
- At a restart after a track call there should be a 3-2-1-go countdown.
- Any driver that makes an illegal track call will be penalized, even if not running in the group. However, turn marshals are not seen as drivers when they are on duty. Still, they must act as respectful drivers doing their job as marshals for their rivals, the sportsmanship rule is thus still valid.

Marshalling of Cars and Counting of Laps:

- All entrants in practice and all drivers in racing shall act as turn marshals. They marshal the group assigned by the Race direction following a set rotation. The marshalling rotation schemes are announced in the time schedule. In the case of a short number of marshals due to one less driver in a group, the Race direction shall select substitutes from the other groups in the same rotation. Acting as a marshal is personal. Missing turn marshalling duties renders in a penalty.
- The number of marshals must be the same during the whole race.
- Drivers, at the end of their group, must be the turn marshals in the next group. If the Heats are split, the marshalling shall also be split according to the split of the heats. Setup for marshalling is groups of three A-C, D-F etc. A marshals C, C marshals B and so on for all groups. The last group is made from 4 groups if necessary.
- The number of laps made can only be the result of the lap counter. No lap correction is made for missed counting due to the car's braids, nor lane jumping (rider) unless caused by a turn marshal placing the car on the wrong lane. - If a car falls off it must be placed back by a turn marshal where it is picked up, unless the car has fallen on the floor or in-fields then it shall be replaced where it initially left the slot, or if the car has slid over the lap-counter replaced 1 meter before the lap counter.
- A racer can put their own car back in the slot following an accident on the main straight, however not violating the rules regarding where to place it.
- Race direction must check the lap counting system if there is a sustained problem. The test is made through running across the counter a minimum of ten (10) laps with a test car always available to the race direction. - If a problem with the lap counter is detected, then upon its correction, the race direction must re-run the current segment. In case of a re-run Drivers will have their cars back only to change wheels and braids if the driver wishes so. - Lap corrections are

made for missed counting in the two following and explicit scenarios only:

A. A car is a rider. The driver, a turn marshal or the race controller call "Track!". In the process of turning the power off the car passes the lap counter. Only if the turn marshals closest to the lap counter and/or the race direction see the incident and review it as a missed lap, the car shall be placed before the lap counter.

B. A car flies across the lap counter during a crash in the lap counter area. The driver, a turn marshal or the race controller call "Track!". Only if the turn marshals closest to the lap counter and/or the race direction see the incident and review it as a missed lap, the car shall be placed before the lap counter.

Penalties:

Distance penalties incurred in practice, tech or racing, should apply to the final race distance, not to qualifying.

A. Illegal track call: - 2 laps.

B. Missing marshalling duties in practice: Loss of the next practice session.

C. Missing last marshalling duty in practice: Loss of the best qualifying time in sprint race or loss of 1 lap from the teams qualifying total (subsequently added to overall total laps) in the production team race.

D. Missing marshalling duties in a race: - 10 laps.

E. Accidental crash on the straight in front of the drivers, caused by a driver's hand or a car in hand, or a touch of another driver's car by a pit crew member while removing or replacing a car in the pit zone: - 10 laps. If it happens in another place of the track the penalty in k) below is added.

F. A car returned to the enclosed park after the closing of technical inspection: - 10 laps.

G. Unsportsmanlike conduct (late coming for marshalling, the use of obscene and foul language on any occasion constitutes examples of unsportsmanlike conduct):

a. For the first infraction: Warning,

b. for the second infraction: - 10 laps,

c. for the third infraction: Disqualification.

H. Practising on another entrant's turn or driving another driver's car during racing is considered unsportsmanlike conduct. In the case of practising, it also renders in the loss of the entrant's next practice session. If it happens in the last practice round it will result in the entrant missing the best qualifying time in the sprint races and the loss of 1 lap in the production team race.

I. Use of illegal parts, regardless of whether the car has passed a previous technical inspection: Disqualification. J. Driving with an illegal car: - 3 laps for every lap made from when the race controller recorded the car as illegal. When the car is repaired it must be re-teched before being returned to the track.

K. A repaired car that is put on the track elsewhere than in the designated pit area: - 3 laps. L. Work on the car when track is off. Only cars involved in the accident may be worked on (only braids and body): - 3 laps

M. Use of illegal chemical substance always: - 10 laps. The use of Methyl salicylate (Oil of Wintergreen) or any comparable chemical to improve the tire compound renders the driver a penalty of 10 laps in the ongoing stage, or, if found in a technical inspection, the following stage. In technical inspection this rests on smell and if the tires leave wet marks on the tech plate.

N. Use of tools in lane changes or doing anything except changing lane sticker, pushing in body pins, straighten braids and body: - 10 laps.

O. There must be only one driver/team per car and one car per driver/team during the race: Disqualification.

Qualifying:

- Qualifying is run over 1 minute where the longest distance covered wins. The qualifying starts with the 1st racer signed in, then the 2nd and so on.

Racing:

- There is no warmup prior to race start.

- Each group consists of 8 segments. Each segment is 4 minutes for Production, 3 minutes for 1/32 Eurosport Light and 3 minutes for 1/24 Eurosport. If possible, the number of racers in each group should be equal. If not, the number of

racers can be one less in the first few groups.

- The racers qualified in positions 1 to 8 will race in the last heat, drivers qualified at positions 9 to 16 in the second last heat, and so on. If possible, the number of racers in each heat shall be equal. If not, the number of racers can be one less in the first few groups.

- The starting lane is determined by the qualifying order, with the best in a group starting on lane 1 (red). - After each group, a racer's finishing position will be a result of the sum of the laps completed, the last lap sections and the result from qualifying. In the event of a tie the number of race laps including track sections of the last lap shall decide.

1/32 EUROSPORT Light

Dimensions:

Car Measurement	(mm)
Max height at rear wing	32.5
Max width excluding body pins and tape	64
Min ground clearance under rear axle and between rear tires	0.8
Wheels and Axles	(mm)
Max rear tire width	16
Min rear tire diameter	15
Min front wheel diameter	12.7
Min front wheel width	0.8
Min front wheel track	56
Chassis	(mm)
Max length measured between centers of rear axle and guide pivot	105
Max length of Guide flag	28.5

Chassis: JKP 1/32 CHEETAH 11 CHASSIS -JKPHC1132 or JKP 1/32 CHEETAH 11 CHASSIS KIT W/1PAN JKPX321

Body: Legal body is RedFox Audi EURO 1/32 ISRA 2023

The body must not deviate from its shape as produced by the manufacturer. The body must cover the entire chassis, as well as the rear tires and guide flag, in at least one unforced position. It can be fixed to the chassis with pins and/or sellotape. Body decoration is unrestricted but must be made in at least two different colors. The body must be completely opaque. Windows must be left clear. Numbers must be performed as a sticker or painted in decal quality; minimum size shall be 7mm. Handwritten numbers are not allowed. All cars must contain a painted and 1/32 scale three-dimensional interior with the driver's helmet, shoulders, arms and steering wheel mounted in the original cockpit position. No portion of the chassis must be seen through the cockpit area when viewed from above. Body cutting must maintain every detail of the real car (i.e. lights, wheel position, etc.).

Motor: ANY 6500KV Motor

Board: ANY Electronic Speed Controller (ESC). The board can be installed in any manner, provided it is firmly attached to the chassis and does not extend below it. Tape and/or shrink tubing can be used to safeguard the board. Extra lead wire, header pins, and/or connectors may also be included. However, any other alterations to the hardware or software are prohibited!

Front Wheels: The front wheels must turn on their center at 90 degrees angle to the track surface and have

a black rubber/plastic perimeter. Front wheels must be completely visible when viewed from the side.

Stickers may be used instead as front wheels. Stickers must be placed in correct body positions on the body

Rear Tires, Rear Axle: The rubber portion of the tire contacting the track surface must be black. Rear tires must be completely visible when viewed from the side. The rear axle may run bearings.

1/24 Production

Dimensions

Car Measurement	(mm)
Max height at rear wing	35
Max width excluding body pins and tape	83
Max height from track surface to bottom of bumper	12.7
Min vertical edge at front	1
Min ground clearance under rear axle and between rear tires	0.8
Wheels and Axles	(mm)
Max rear tire width	20.7
Min rear axle diameter	2.36
Min distance from top of rear axle to bottom of chassis	8.6
Min front wheel diameter	12.7
Min front wheel width	0.8
Min front axle diameter	1
Min front wheel track	72
Chassis	(mm)
Max length measured between centers of rear axle and guide pivot	120
Max length of Guide flag	28.5

Chassis JKC95 JKP 4" ISRA PRODUCTION BRUSHLESS CHASSIS KIT WITH J BARS

Production chassis shall be completely stamped. It is allowed to clean, smooth out or abrade the surface where solder is applied to solder in the motor, oilite bearing or pin tubes. You may not grind, sand, or polish the chassis where it could change the movement of the chassis, this includes changing the diameter of any holes on the chassis. The following modifications are allowed:

- A. Lead may be taped or glued to the top of the chassis.
- B. Tape may be added to the top of the chassis.
- C. The front axle may be soldered to the chassis. The front axle shall be omitted if sticker fronts are used.
- D. Front wheel retainers may be soldered to the front axle.
- E. Pin Tubes may be added to the original body mounting holes and be either floating or fixed to the chassis.
- F. Rear oilites may be soldered to the chassis.

G. Only the supplied motor brace should be used.

H. Only original JK manufactured "J" bite-bars of thickness 0.8mm to 1.2mm shall be used JK C 95 chassis.

Motor: Handout 9000KV Motor

Board: Handout ESC

Body: MID-AMERICA PEUGEOT 308 DTM (MAR971), MID-AMERICA BMW DTM (MAR960), MID-AMERICA MERCEDES AMG DTM (MAR961), MID-AMERICA AUDI DTM (MAR963), AND Ralph Thorne Racing NSX (RTRNSX). The body must be mounted as intended and cover the chassis, including the rear tires and the guide flag, in at least one unforced position. It can be fixed to the chassis with pins and clips and/or sellotape. Body decoration is unrestricted but must be made in at least two different colors. The body must be completely opaque. Windows must be left clear, and all four wheels must be completely visible when viewed from the side. Numbers must be performed as a sticker; minimum size shall be 7mm. Handwritten numbers are not allowed. All cars must have a interior in the original cockpit position and block any view of the chassis seen from above.

Front Wheel and Axle The front axle must be straight and pass through the original hole as intended by the manufacturer. The front wheels must be mounted to the axle, turn on their center at a 90 degrees angle to the track surface and have a black rubber/plastic perimeter. Stickers may be used instead as front wheels. Stickers must be placed on the correct front wheel positions on the body.

Rear Tires, Rear Axle, Bushings and Gears The rubber portion of the tire contacting the track surface must be black. Rear tires must be completely visible when viewed from the side. The rear axle must run in oilites. Gears fixed to the axle by means of adhesive are not permitted. Only plain steel non hollow axles are allowed.

1/24 EUROSPORT

Dimensions

Car Measurement	(mm)
Max height at rear wing	35
Max width excluding body pins and tape	83
Min ground clearance under rear axle and between rear tires	0.8
Wheels and Axles	(mm)
Max rear tire width	20.7
Min rear tire diameter	16
Min front wheel diameter	12.7
Min front wheel width	0.8
Min front wheel track	56
Chassis	(mm)
Max length measured between centers of rear axle and guide pivot	125
Max length of Guide flag	28.5

Chassis No restrictions

Motor No restrictions

Board No restrictions

Body Eurosport 1/24 is a single body class. Legal body is RedFox (Brazil) RedFox Audi R10ISRA Long. The body must not deviate from its shape as produced by the manufacturer. The body must cover the entire chassis, as well as the rear

tires and guide flag, in at least one unforced position. It can be fixed to the chassis with pins and/or sellotape. Body decoration is unrestricted but must be made in at least two different colors. The body must be completely opaque. Windows must be left clear. Numbers must be performed as a sticker or painted in decal quality; minimum size shall be 7mm. Handwritten numbers are not allowed. All cars must contain a painted and 1/24 scale three dimensional interior with the driver's helmet, shoulders, arms and steering wheel mounted in the original cockpit position. No portion of the chassis must be seen through the cockpit area when viewed from above. Body cutting must maintain every detail of the real car (i.e. lights, wheel position, etc.).

Front Wheels The front wheels must turn on their center at 90 degrees angle to the track surface and have a black rubber/plastic perimeter. Front wheels must be completely visible when viewed from the side. Stickers may be used instead as front wheels. Stickers must be placed in correct front wheel positions on the body. **Rear Tires** The rubber portion of the tire contacting the track surface must be black. Rear tires must be completely visible when viewed from the side.