

BAHRAIN DRAG RACING CHAMPIONSHIP 2024/2025

SPORTING REGULATIONS

1. GENERAL

The Bahrain Drag Racing Championship (“Championship”) is sanctioned by the Bahrain Motor Federation (“BMF”) in accordance with the National Sporting Code (“NSC”) and incorporating provisions of the International Sporting Code (“ISC”) of the Fédération Internationale de l’Automobile (FIA) and these Championship Rules & Regulations (“Rulebook”). The Championship is promoted by the Bahrain International Circuit (“BIC” and/or “Promoter”) and administered by the Bahrain Drag Racing Commission (“BDRC”).

2. THE BASICS OF DRAG RACING

2.1. What Is a Drag Race?

In basic terms, a drag race is an acceleration contest from a standing start between two vehicles over a measured distance. These contests are started by means of an electronic device commonly called a “Christmas Tree.” Upon leaving the starting line, each contestant’s vehicle activates a timer, which is stopped when the same vehicle reaches the finish line. The start to finish clocking is the vehicle’s e.t. (elapsed time), which serves to measure performance and determine handicaps during competition. The vehicle must meet basic safety criteria outlined in this Rulebook.

Prime responsibility for the safe condition and operation of a vehicle in competition rests with the vehicle owner, driver, and crewmembers. The track operator’s main concern is to provide a place to conduct events. BMF produces guidelines based on experience gained and circulates information to help perpetuate the sport. Close observance of the standards set forth in this Rulebook is required for all owners, drivers, and crewmembers.

A drag racer’s primary objective is to become the overall winner of the category of competition in which his or her car is classified. A series of two-car, tournament-style eliminations is conducted. The losing vehicle in each race is eliminated, and the winning drivers progress into succeeding rounds of competition. This series of races continues until one winning driver remains. That driver is declared the category winner. At an event, drag racers are divided on the basis of the categories listed below. Essentially, drag racing is a pairing of two vehicles against each other in a race through a straightaway course. The start is the key to its uniqueness, because all races start from a standstill. Today’s modern starting system is a product of continued development, designed to provide each competitor with the fairest start possible. The system features a vertical series of lights displaying a visual countdown for each driver. Most drivers try to make their move between the last amber light going off and the green light coming on. Technique in staging and starting is one of the most vital skills a drag racer can develop, since a majority of races are won or lost at the starting line. Close observation and lots of practice can pay off. Two performances are monitored for each run: the elapsed time and the speed. On an elapsed-time run, the car first leaves the starting line, breaking the light beam that activates the electronic timer. As the car continues through the course, the timer records the elapsed seconds and fractions of seconds until the car breaks the finish-line beam and stops the timer. Top speed is determined by the car breaking two additional light beams at the finish line. Drivers may be disqualified if they commit a foul, a form of disqualification is a foul start (or “red-light”). This happens when the driver reacts to the Tree too quickly and drives away from the starting line before the green go signal.

Ask most people in the street to describe Drag Racing and they will probably talk about cars with huge engines, massive slick tires, and flames flying from the exhausts racing each other at extremely high speed.

down a strip of concrete. While this often-televised form of dragging is valid, drag racing has many different levels of competition.

2.2. How to Drag Race

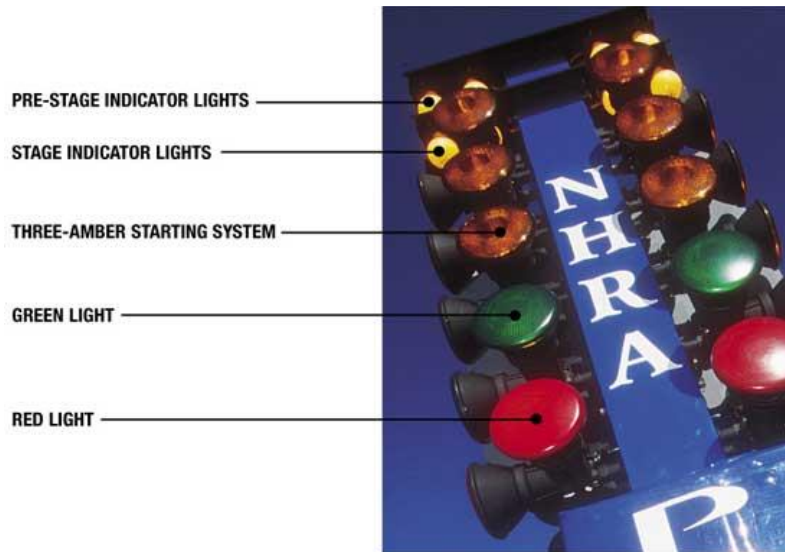
Each week we find that more and more new comes to our sport of Drag Racing and sometimes it can all be a little confusing ... pre-stage and stage lights, red light starts, reaction times, & so on. However, as you know, nothing is confusing once you understand it... and that's the purpose of "How to Go Drag Racing".

By the time you have read this you will be an expert on just what makes drag racing tick. We can't make you an expert racer... that will only come with time and experience, but at least we can give you a head start! So, welcome to the world of drag racing. You may find after reading this booklet and racing a few times, that you will be hooked on drag racing... and that's how we've planned it!

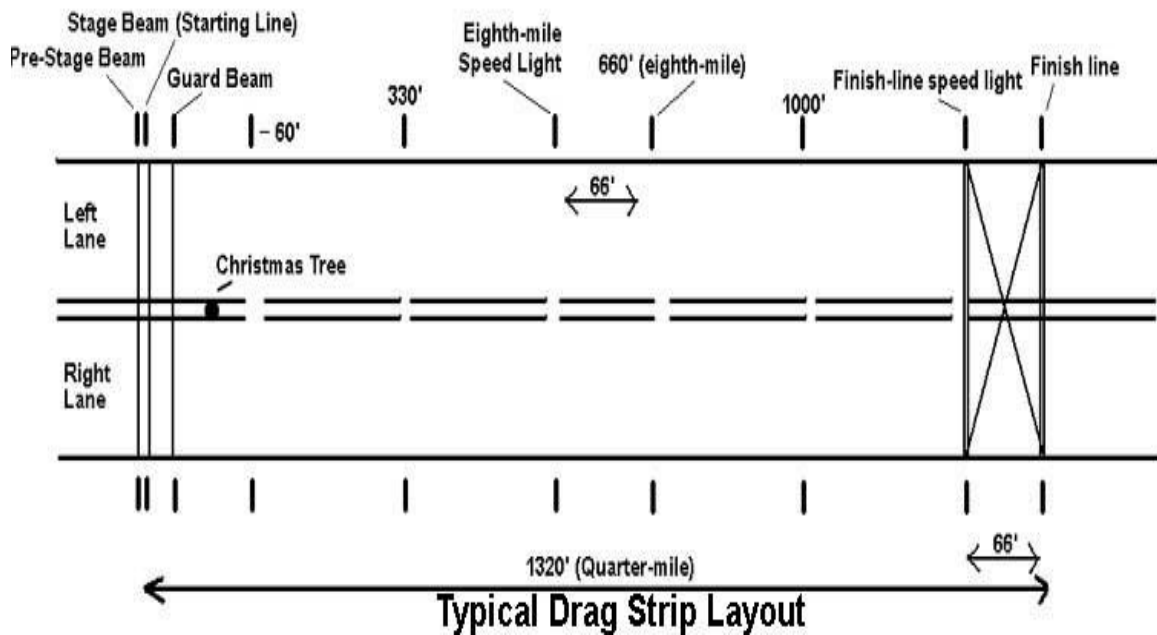
2.3. Let's Go Drag Racing

Entry to the event can be done on the day by paying as you go through the Competitors Gate. Your entry fee at these type of events admits the driver and vehicle. After paying your entry fee you will receive an Entry Form, officials at the gate will tell you where scrutineering is taking place. Unless you have work to do like changing wheels, it is advisable to get into the line up for scrutineering as soon as possible. The Scrutineering Officials will check your vehicle for general safety items and basic protective clothing; there are only a few requirements that are needed to compete at this event such as an approved helmet, long sleeves, closed shoes and socks. Bikes need a helmet, leather jacket and long pants as a minimum. Also you will be required to sign a disclaimer form at which time you will be given an wrist band. If you do not have a wristband you will not be permitted on to racing surface. Your 'crew' must leave the start line area as soon as you have done your run. After going through scrutineering and having a race number allocated, go straight to the staging lanes. The Scrutineering Officials will put a number on the front of your windscreen that is the lane you line up in each time you want to make a run. Staging lane officials run each lane in turn so everybody gets a fair go and equal chance of going down the track.

When you reach to front of the Staging Lanes you will be instructed as to which lane to run it. By this time, you should have your Seat Belt on, Helmet on and done up and window wound up. Once you get to the area the Burnout Official will instruct you as to when to start your burnout, if you choose not to do a burnout you can drive around the water and proceed to the Start Line once the burnout Official waves you on. For those doing static burnouts (locking the front brakes and spinning the rears) the only place you can do this is on the concrete Burnout pad. Static burnouts anywhere else damage the surface, ARE NOT ALLOWED! As you approach the start, there are three sets of photocells in each lane. The first is the PRE STAGE beam, which controls the top light on the Christmas Tree. This does nothing more than let you know you have 200mm (8 inches) to go to the STAGE LIGHT, which is the second light on the tree. The race cannot be started until this light is on. The final beam is the GUARD BEAM, which starts the timers if the stage beam has not been cleared. This usually only applies only to very low cars such as dragsters.



The Christmas Tree has a set of independent lights for each lane consisting of 2 small white Globes at the top, the uppermost is the PRE STAGE lights, then 2 small white just below it is the STAGE lights. When your vehicle is properly staged both there STAGE (top white globes) and the STAGE (2nd top white globes) lights are on and you're ready to give your full attention to the Christmas Tree. Next you have 3 AMBER lights, once staged and the Starter activates the 'Tree' each light will flash on in 4/10ths of a second intervals. Just below the 3rd amber light there is a GREEN (GO) light and below that a RED, (FOUL) light which is activated if you move before the GREEN light comes on. When the stage light is on, your front tire is interrupting the stage beam across the track. If that beam is re-opened before the green light comes on ie you leave too soon, the red FOUL light comes on. While this doesn't matter in Qualifying, or Test runs, however in Elimination Racing it means you are disqualified for jumping the start. The finish line has a series of two photocells. The first is approx. 20 meters (66 feet) before the finish line. The second is the finish line itself. The first and second lights start and stop the Speed Traps to measure your speed across the finish, the second light also stops the Elapsed Time (ET) clocks and therefore provides the Elapsed Time and Terminal Speed for the run.



After crossing the finish line, you should back off and look for the end of the racing surface (600m past the finish line) while steadily applying the brakes, the return road is off to your left and you should negotiate the turn slowly and safely. If you have a problem and cannot stop, don't try to take the corner at high speed - continue straight ahead into the

sand trap which will pull you up safely. If your vehicle breaks down and can't leave the racing surface, pull over to the side and switch your hazard lights on. Please note, while on the return road the speed limit is 30km/h and you must keep to your right as there is two-way traffic.

As Drag Racing originated in the USA all timed distances are measured in imperial measurements being feet with the total race distance being a 1/4 of a mile (402 meters). All details of the run are shown - Reaction Time, 60' time, 330' time, 660' (halftrack) time and speed, 1000' time, 1/4 mile time or Elapsed Time (ET) and speed in km/h. Both lanes are shown on the time slip so you can even compare your performance against the other lane. We will explain about reaction times a little later in the section "WORKING THE LIGHTS"

2.4. Working the Lights

Before diving into an explanation of how to "cut a good light", you must remember two things.

1. Each lane is timed independently of the other, and
2. The timers do not start when the green light comes on.
3. The timers only start when your vehicle moves out of the stage beams to give an extreme example, if you were to sit on the start line until your opponent crossed the finish line and then leave, you may run a time much quicker than your opponent, but he would easily win the race, simply because he had a much better reaction time - like around 15 seconds better! In real racing this sort of thing happens all the time, except the difference between reaction times is in hundredths of a second. When you get your time slip after a run, look at your reaction time. Compare it to your opponent. Reaction times work on a simple principle. It measures the time from when the last amber come on to when your front wheel clears the start line beam. A "perfect light" (.400) meaning that the vehicle has cleared the stage beam at exactly the same time as the green light came on. This is shown on the time slip as .400. Anything less than this means

that you left too early and red lighted (fouled) and this will be shown on your time card as a negative value. Of course any value shown above .400 is of course wasted time sitting at the start line. Most newcomers to Drag Racing leave when the green light comes on. This will give a reaction time of around 1 second. For example, if you pulled a 0.920 reaction time and your competition ran a .660 Reaction Time, you have given away over six tenths of a second start right at the start line. For a more graphic example, with two cars of the same performance running 160 km/h in the quarter mile, this .660 wasted at the start represents about 6 car lengths at the finish line! So, lesson number one in cutting a good light is to forget about the green. Try leaving as soon as you see the last amber light. You'll probably be surprised to find you did not red light. And when you get your time slip, you will be amazed at the difference in your reaction time. After that it is largely up to you and your vehicle. You should try to improve your reaction times until you can run around the .450 second range however anything under .500 of second is pretty good. If you are puzzled why you can leave before the green light comes on, without triggering the red light... Well, it is to do with reaction times... Firstly, your reaction to a signal, in this case the last amber will be around .470 - .600 of a second. Medical studies have pegged average human reaction times at around this time. Secondly, the reaction time of your vehicle itself - the time it takes from when you stomp on the throttle to when your front tires move out of the stage beam. Therefore, you can see that it takes almost half the time between the last amber and green to react and stand on the throttle, plus more than this time again, for your vehicle to move forward and clear the start line beam. Naturally, the slower the vehicle, the slower the "vehicle reaction" time is and the earlier you can leave on the lights. This takes practice and varies from vehicle to vehicle..... and that's it, the basics of how to go drag racing. We hope that by increasing your knowledge of drag racing we can improve your enjoyment of it. ... if your good we'll see you at the trophy presentations!

3. PROPER USE OF SAFETY EQUIPMENT

Seat belts must be worn and adjusted in such a manner that the driver's torso and head cannot extend outside the parameters of the roll cage. The loosening and removal of seat belts, helmets, gloves, window nets, lifting of helmet shield, and removal of all other safety equipment is prohibited from the time the vehicle leaves the ready line until the vehicle is on the return road. Fire bottle safety pins/clips must be removed from fire bottle controls from the time the vehicle leaves the ready line until the vehicle is on the return road. Fresh air systems must be on and providing airflow to the driver's helmet from the time the vehicle leaves the ready line until the vehicle is on the return road. Violators will be subject to disciplinary action in the sole and absolute discretion of race steward.

4. COMPETITION NUMBERS

All contestants are required to display a permanent driver number at all Championship events. Numbers are issued to drivers only and are available from BDRC. Racers must have a separate number for each class category. Number must be put on their cars front and rear windshield.

Competitors are not allowed to swap drivers during the event, each competition number is assigned to a single driver, that driver must perform all practice, qualifying and race passes.

5. DRAG RACING

5.1. Warm-Ups

It is mandatory that a driver be seated in the car in the normal Driving position anytime the engine is running, unless coupler or Driveline is removed from vehicle. The practice of Trans brake Testing, converter stalls, line-lock testing, and/or transmission warming is prohibited in all classes, in all areas of the event except in starting-line approach areas beyond staging, or unless vehicle is on jack stands. Non-compliance is grounds for disqualification.

5.2. Apparel

Each member of a participant crew must be fully attired when Present in the staging, starting, and competition areas of the Racetrack. Shoes are mandatory. Shorts, bare legs, tank tops, or Bare torsos are prohibited when driving in any class.

5.3. Appearance

Vehicles participating in drag racing events must be presentable in Appearance at all times; those considered improperly prepared May be rejected by the technical inspector. The appearance of Personnel attending contestant vehicles is equally important and is Subject to the same considerations.

5.4. Helmets

As outlined under Class Requirements, drivers in all classes must wear a helmet.

5.5. Occupants

No more than one person is permitted in any car during any run.

5.6. Test and tune

All rules and safety apply same as qualify and elimination.

6. STARTING LINE CONDUCT

6.1. Burnouts

All pre-race burnouts are restricted to designated areas, using water only. If a contestant's vehicle should break on a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line. Crossing the centerline during a burnout is not a disqualification. Fire burnouts are strictly prohibited. At events, drivers are allowed one burnout across the starting line under power. Length and time duration must be reasonable and in concert with the opponent's procedures. Unless one driver delay to startup the car more then (3 mints) after one opponent start burnout will automatically disqualify. Divisional event burnout limitations are at the discretion of the event starter.

6.2. Courtesy Staging

It is strongly preferred that all competitors show courtesy to other competitors by using the courtesy staging procedures. Courtesy Staging is when both vehicles Pre-Stage before either competitor stages. So basically if you Pre-Stage first, please wait for the other competitor to Pre-Stage before you Stage your vehicle.

a) Courtesy Staging will be in effect at all races. This means that no car can enter the second staging light until both cars have entered the first pre-stage light. If a competitor unintentionally lights both bulbs before the opponent stages, the starter will pull the vehicle back and allow the re-stage. This is considered a "pull back " and will only be permitted one time.

b) "Deep Staging" is allowed after both cars have pre-staged. If a car deep stages accidentally there will be no pull back.

c) All cars must stage under their own power, cars must be driven to and from the staging lanes unless broken. Bye-runs are required to run to advance.

d) Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race. No reruns will be granted due to incorrect dialins after pre-staging.

e) To be a legitimate race winner, a contestant's car must self-start, self-burnout, self-stage and record an official full pass (a full run).

f) Both pre-stage and stage lights must be activated to constitute a legal start in all categories.

g) Both contestants must activate their pre-stage lights before advancing into the stage beams.

h) Participant's crew may guide the driver only. This rule also applies to single runs. Push-starting or push-staging any vehicle is prohibited. Staging must be done under the vehicle's own engine power (engine must be running).

i) The application or use of any device, mechanical or electronic that permits the driver to ascertain the position of his or her vehicle in relation to the starting line is prohibited.

j) In all categories if both drivers of a race leave the line before the start system is activated, the driver leaving first is disqualified — if unable to determine who left first, both drivers are disqualified. Any e.t.s posted would be void for lane choice or other considerations.

k) Should the race car reverse function fails post the burn-out and prior to the opponent's pre stage light is illuminated, car can be reverse assisted by means of human push or pull to staging box. The car can then pre stage and stage at its own forward power (NO assist is allowed by any means).

Note: Any external forward assist power during pre-staging or staging will result in disqualifying.

6.3. Bye Runs

In the event of an odd number of vehicles in a round during eliminations, the following criteria will be used to determine who gets the "Bye". Round one will be a random "Bye" as chosen by the Staging Lane Director. The driver who runs closest to their dial-in without breaking-out will determine subsequent rounds. Should two vehicles run identical numbers, as in closest to their dial-in, the driver with the quicker reaction time will be awarded the bye run. Only one bye run may be earned per race and Bye runner MUST complete a full pass during elimination.

During random pairing eliminations there will be no bye runs unless they are earned, or if there is an odd amount of vehicles. During laddered eliminations, if a laddered vehicle is unable to make a round, that will not be counted as an "earned" run.

6.4. RED LIGHT

If one of the competitors' leaves the starting line before the starting tree (lights) have shown the green light, it is called red-lighting. So, if you move too soon, a bright red light will flash on the starting tree, and you will be disqualified.

6.4.1 Foul Start

Another form of "red-light" is a foul start. This happens when the driver reacts to the tree too quickly and drives away from the starting line before arming or the green go signal is given. The driver who commits the infringement first will be disqualified.

6.5. Boundary Line Violations

Any vehicle that comes in contact with the outer boundary line will be immediately disqualified from competition. The "first or worst" rule applies in these situations. For example, a competitor who commits a boundary line violation will be disqualified and lose the round even though his/her opponent initiated a red light start.

6.6. Center Line Violations

Any vehicle hitting a foam cube will be considered to have crossed the centerline and immediately disqualified from competition. The "first or worst" rule applies in these situations. For example, a competitor who commits a center line violation will be disqualified and lose the round even though his/her opponent initiated a red light start.

6.7. Break Rule

If a vehicle breaks after receiving the green light, the pass need not be completed to receive round win status. However, a vehicle must record a reaction time under its own power in order for a run to be considered valid. In situations where a driver is making a single run in eliminations, he/she is considered the automatic winner once he/she stages under power, receives the start and breaks the stage beam. Lane boundary line crossing and red light disqualification rules do not apply on single runs.

Additionally, if a vehicle breaks during the run and crosses the outer boundary and his/her competitor commits a foul (red light start or breakout pass), the vehicle that breaks will be considered the winner. The outer boundary violation is waived in this instance since proper racer etiquette calls for the driver/rider to move out of the lane of travel in order to minimize potential down time due to a fluid leak. However, the center line violation rule does apply in this circumstance.

6.8. Lane Choice

In the heads-up categories, lane choice is determined by elapsed time. The driver with the better qualifying E.T. gets first-round lane choice, and in subsequent rounds, lane choice goes to the driver with the lowest E.T from the previous round. If there is a tie to the E.T, speed, reaction time determining factor.

7. WEIGHING OF VEHICLE/FUEL CHECK

Under no circumstances may a competitor reject or miss scaling his or her vehicle or fuel check. Any competitor who runs quicker than any of his or her previous runs during the event in all classes and fails to report to post-run inspection (scales or fuel check) will be disqualified from the event. The event will be charged against the competitor's points events with a zero (0) point counting toward the driver's claimed races.

8. OIL DOWN LEAK PENALTIES

In an effort to eliminate due to oil cleanup outside the track or any area in BIC, a fee may be in effect by BMF.

9. DISQUALIFICATIONS

- Discovery of any device, action, or operation not included in this Rulebook or in conflict with rules contained within this Rulebook is grounds for immediate disqualification.
- One of the rarities at a drag racing event is the situation in which two cars are disqualified during the same elimination race. In most cases, both offending contestants are disqualified. Those situations include both drivers crossing the boundary lines or both drivers leaving the line before the start system is activated. Should a driver received red-light foul start and the opposing driver cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane-boundary-crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted-

line surface. In cases where both opponents cross the centerline or outside line, both drivers will be disqualified. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor's racing lane will be used for reference. Any time it has been judged that excessive braking has resulted in loss of control that results in contact with the guard wall and/or light fixtures or crossing the center boundary lines, the contestant will be disqualified. Contact with guard wall, barriers, or any other track fixture (rubber cones, when used, are considered visual aids, not fixtures) is grounds for disqualification and/or other actions. Intentional crossing of boundary lines to leave the track or avoid depositing debris on the track is not grounds for disqualification.

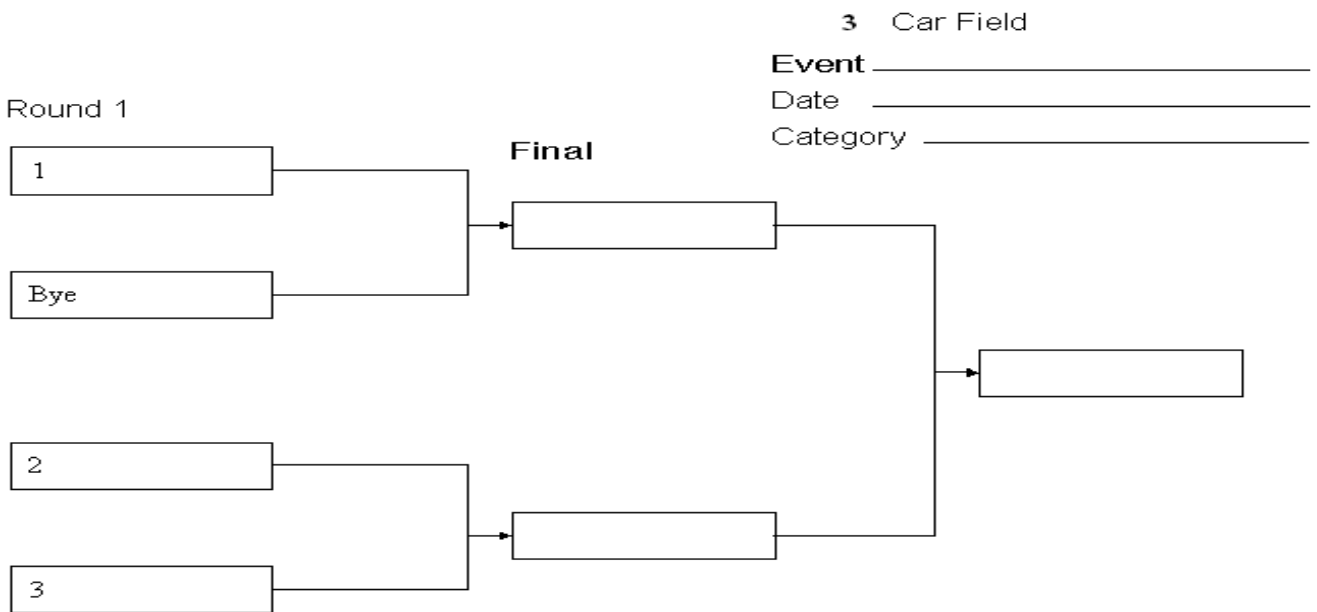
- Any driver and/or pit-crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges. Every race must have a winner. In cases where both drivers are disqualified during the same race, the policy is that the first offender is disqualified and the other driver

reinstated, providing the grounds for disqualification were equal. However, in most cases, there are varying degrees of rule infractions, with the policy being that the driver committing the major offence is disqualified; the driver with the lesser offence is reinstated. This system is commonly referred to as “first or worst”.

In determining lane boundary crossing violations, it is considered a disqualification when any portion of the tire runs on the painted line surface or the area directly between sections of painted line where the line is not continuous. The benefit of any doubt must go to the driver.

If a driver is disqualified during competition for any reason prior to the actual start of a race, that driver will not be reinstated. In all cases of disqualification, the Race Director will have the final determination.

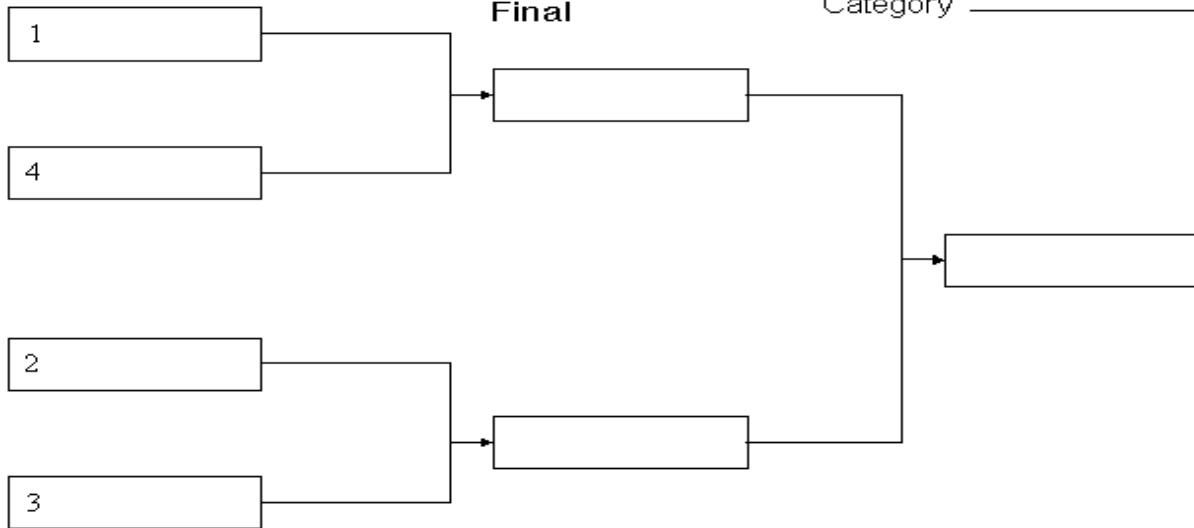
10. LADDER:



4 Car Field

Event _____
 Date _____
 Category _____

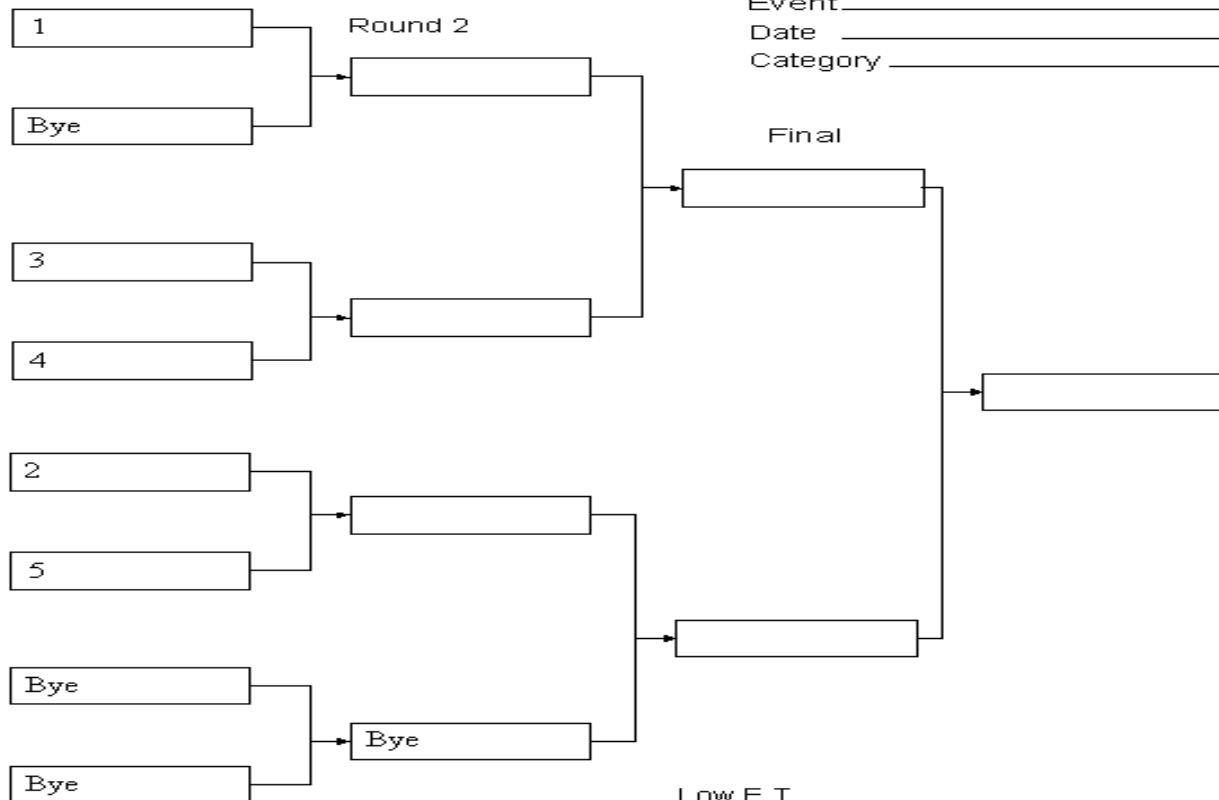
Round 1



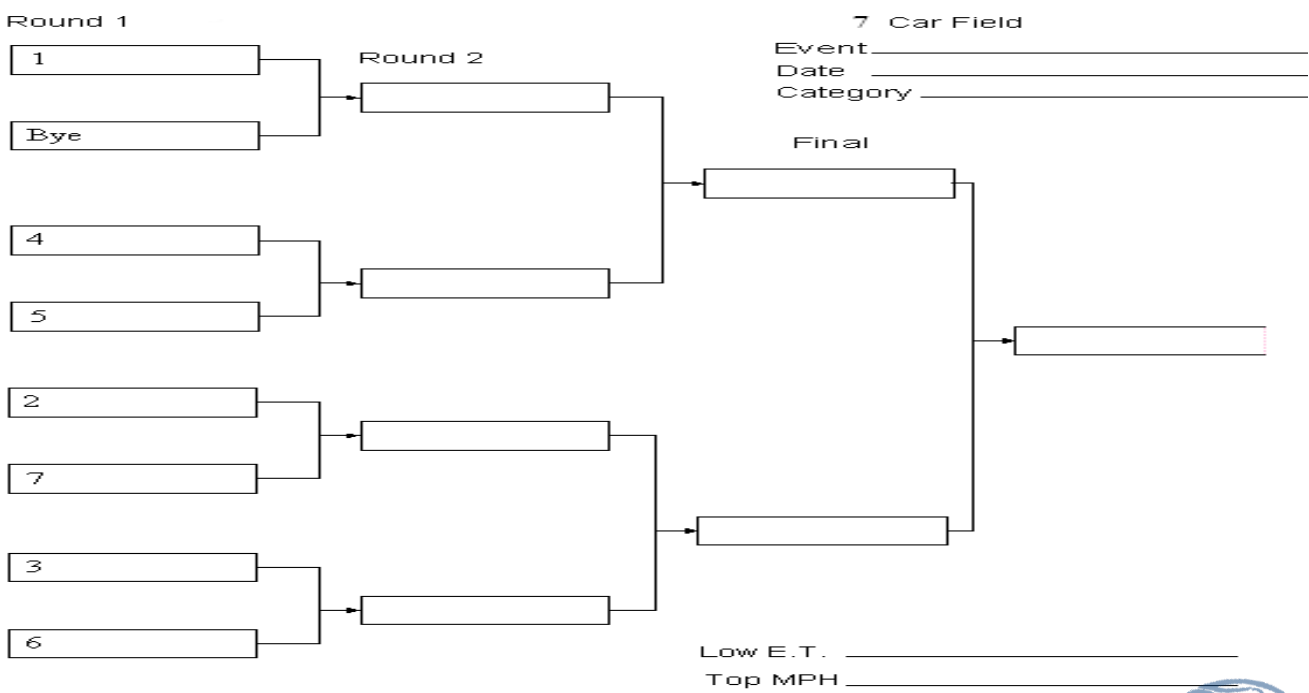
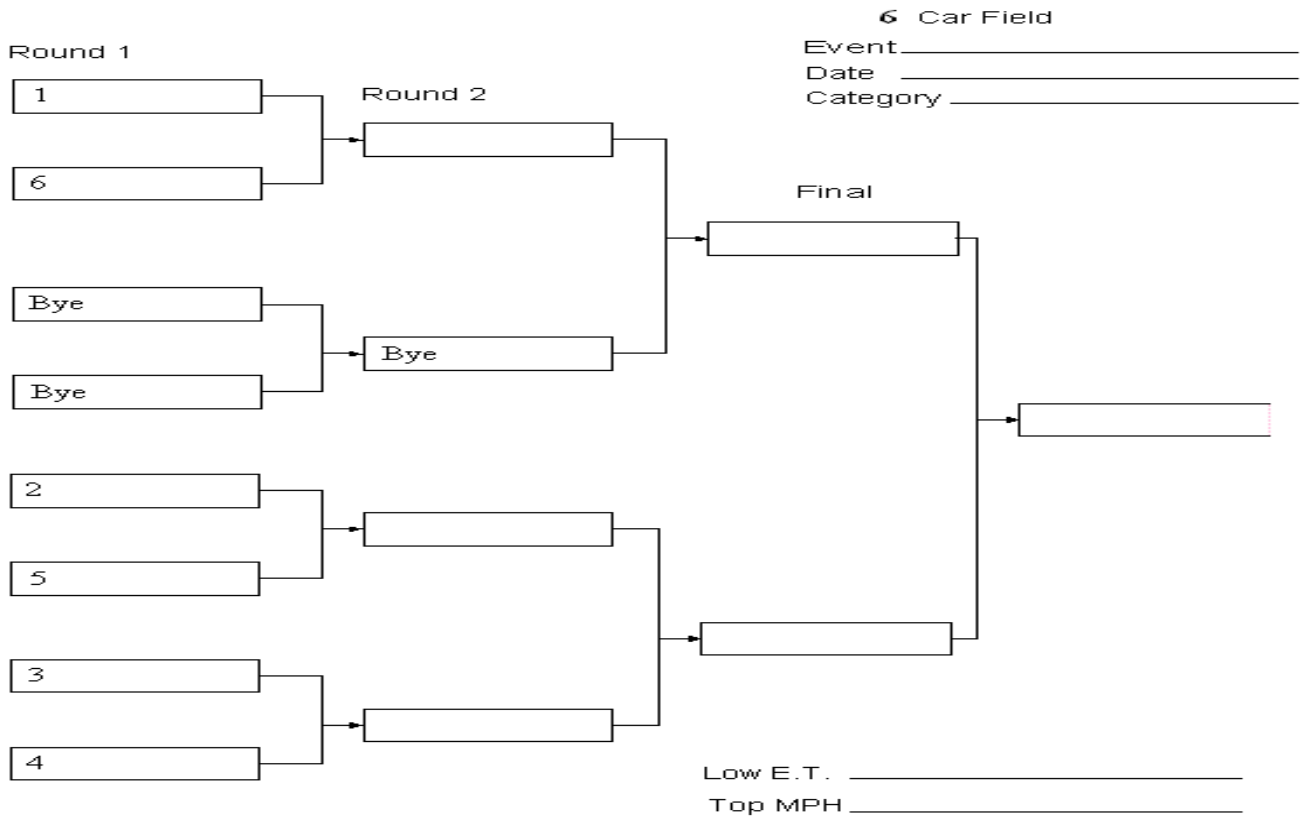
5 Car Field

Event _____
 Date _____
 Category _____

Round 1



Low E.T. _____
 Top MPH _____



Round 1

1

8

4

5

2

7

3

6

Round 2

[]

[]

[]

[]

8 Car Field

Event _____

Date _____

Category _____

Final

[]

[]

[]

Low E.T. _____

Top MPH _____

11. POINT SYSTEM

11.1. Points will be calculated in the following manner:

Racers that participant in 50% of qualifying sessions will be eligible to receive the season Jackpot, keeping in mind that they need to finish a complete run or receive a Did Not Finish (DNF) meaning a breakdown after his official start from the starting line and not the Burnout area. A Did Not Start (DNS) meaning the driver is fully staged and did not move will count as a DNS which will not count as participation. 50 points are awarded to the drivers who successfully participate in qualifying.

To activate the 32-ladder format a minimum of 29 car registrations are required, if less than 29 cars register this will invoke the 24-ladder format.

To activate the 24-ladder format a minimum of 21 car registrations are required, if less than 21 cars register this will invoke the 16-ladder format.

To activate the 16-ladder format a minimum of 13 car registrations are required, if less than 13 cars register this will invoke the 12-ladder format.

To activate the 12-ladder format a minimum of 9 car registrations are required, if less than 9 cars register this will invoke the 8-ladder format.

To activate the 8-ladder format a minimum of 5 car registrations are required, if less than 5 cars register this will invoke the 4-ladder format.

To activate the 4-ladder format a minimum of 4 car registrations are required, if less than 4 cars register this will deem the 4-ladder for the specified class / category inactive. The 3 or less registered vehicles will have the choice to join the ladders of another class / category subject to the vehicles having met the minimum class requirements or have the choice to withdraw from the event.

The Eligibility to earn participation points during qualifying it is mandatory to complete one (1) qualifying run out the permitted 3 runs.

11.2. Qualifications:

There shall be 2 or 3 qualifying runs and the fastest time for each driver shall determine the bracket to which the driver will be assigned for the elimination runs. Wherever possible, competitors will be given the opportunity to make a pass in each lane.

11.2.1. Qualifying Points:

# 1 - 32 Points	# 9 - 24 Points	# 17 - 16 Point	# 25 - 8 Point
# 2 - 31 Points	# 10 - 23 Points	# 18 - 15 Point	# 26 - 7 Point
# 3 - 30 Points	# 11 - 22 Points	# 19 - 14 Point	# 27 - 6 Point
# 4 - 29 Points	# 12 - 21 Points	# 20 - 13 Point	# 28 - 5 Point
# 5 - 28 Points	# 13 - 20 Points	# 21 - 12 Point	# 29 - 4 Point
# 6 - 27 Points	# 14 - 19 Points	# 22 - 11 Point	# 30 - 3 Point
# 7 - 26 Points	# 15 - 18 Points	# 23 - 10 Point	# 31 - 2 Point
# 8 - 25 Points	# 16 - 17 Point	# 24 - 9 Point	# 32 - 1 Point

11.3. Points Awarded for Eliminations

Each round loss is awarded 100 points. Winner in each class are awarded 100 points Examples of the top cars that qualified:

11.3.1 4 Car / Bike or Car Field

Round Points:

Winner – 300 Points

2nd Round Eliminations - 200 Points

1st Round Eliminations - 100 Points

11.3.2 8 Car / Bike or Car Field

Round Points:

Winner – 400 Points

3rd Round Eliminations - 300 Points

2nd Round Eliminations - 200 Points

1st Round Eliminations - 100 Points

11.3.3 12 Car / Bike or Car Field

Round Points:

Winner – 500 Points

4th Round Eliminations - 400 Points

3rd Round Eliminations - 300 Points

2nd Round Eliminations - 200 Points

1st Round Eliminations - 100 Points

11.3.4 16 Car / Bike or Car Field

Round Points:

Winner – 600 Points

5th Round Eliminations - 500 Points

4th Round Eliminations - 400 Points

3rd Round Eliminations - 300 Points

2nd Round Eliminations - 200 Points

1st Round Eliminations - 100 Points

11.3.5 24 Car / Bike or Car Field

Round Points:

Winner – 700 Points

6th Round Eliminations - 600 Points

5th Round Eliminations - 500 Points

4th Round Eliminations - 400 Points

3rd Round Eliminations - 300 Points

2nd Round Eliminations - 200 Points

1st Round Eliminations - 100 Points

11.3.6 32 Car / Bike or Car Field

Round Points:

Winner – 800 Points

7th Round Eliminations - 700 Points

6th Round Eliminations - 600 Points

5th Round Eliminations - 500 Points

4th Round Eliminations - 400 Points

3rd Round Eliminations - 300 Points

2nd Round Eliminations - 200 Points

1st Round Eliminations - 100 Points

11.3.3. Rain Out/Race Cancellation Points Policy

In the event of a rain-out and/or race cancellation, any racer that has successfully participated in the qualifying process will be eligible to receive qualifying points, and will be eligible to count the race as “attended” for championship calculations. If the Rain Out or Race Cancellation occurs, then the position that the driver is in i.e. (his location in the knock out tree of qualify) will be given the allocated point of that position.

11.4. Tie Breaker Procedures

In the event that two competitors tie for points at the end of season, the tie-breakers will be awarded to the racer who has achieved the highest number of race results.

12. DRIVER RECOGNIZE

12.1. Track Officials

Track Officials must be obeyed at all times. If you do not understand the track rules, be sure to ask a Track Official before proceeding to the staging lanes or starting line. Any racer, crewmember or spectator who verbally or physically abuses any Track Official will be subject to the following penalties:

- Immediate eviction from BIC and loss 50 points of all points accumulated up to the day race championship.

12.2. Waivers

All racers and crewmembers must read and sign the Release and Waiver of Liability Agreement Form when participating in the BMF Championship.

Anyone found using a false or fictitious name when signing the waiver will be subject to immediate eviction from the BIC.

12.3. Wristbands

Wristbands are required for all drivers. Additionally, all crewmembers wishing to enter a restricted area or act as a co-driver (where allowed) must obtain a wristband. No child under the age of 16 years will be allowed to wear a wristband.

12.4. Wristband Swapping

Swapping wristbands is considered illegal and punishable as an offense. BMF has adopted a Zero Tolerance policy for this act. Anyone caught swapping wristbands (this includes, but is not limited to wearing a wristband not issued to them, cutting and taping a wristband) shall be immediately removed from the premises, and is prohibited from participating at any BMF event for a period of one year.

12.5. Crew members

Drivers are responsible for the conduct and actions of all crewmembers and may be subject to any penalties in conjunction with the specific violation. No one is allowed beyond the top of staging without a wristband. Crewmembers are required to wear a shirt and closed toe shoes. Open toe shoes or sandals are not allowed. Any vehicle that is touched by a crewmember beyond the double yellow line will be disqualified.

12.6. Drug and Alcohol Policy

Illegal drugs are not allowed on BIC property at any time. Alcoholic beverages are not allowed inside the facility. Any racer, crewmember or spectator found to be under the influence of drugs or alcohol will be evicted, lose all points accumulated up to and including the day of the infraction, prohibited from Championship for one year and subject to prosecution.

13. ADMINISTRATION PROCEDURES

13.1. Authority for Conduct of Racing

The development of the Championship rules is based upon many considerations. These include the safety of the participants and spectators who attend the various events, as well as the development of the greatest opportunity for even competition. The principle source of authority for the conduct of events is the Championship Rule book. The Rulebook shall govern all decisions at Championship. The Rulebook may be amended from time to time through amendments, which appear in the BMF newsletter and/or website. Such amendments are not effective as authority unless and until they are published and are labeled specifically as amendments or revisions to the Rulebook. The rules of Championship may also be expressed in formal official opinions, rulings and interpretations. Such opinions shall not be effective and binding unless they are in writing. Any person requesting an opinion must submit a written request to the BMF as is provided for in this section. This is the procedure for obtaining approval of specific types of equipment or body designs. Whenever BMF issues a written opinion in response to a written request, the opinion or notice of the opinion will be made public through publication in the BMF Bulletins, Decisions and/or website and will constitute official opinions concerning the issues they address. Opinions which are not written are advisory only and shall have no binding effect on the Championship. Any participant may request that BMF issue a ruling, render interpretations or adopt proposed changes concerning provisions in the Rulebook or various BMF procedures. The request should be sent to the BMF, which will consider each such request and will determine, in its sole and absolute judgment, whether such request should be formally considered. If the Technical Department decides to consider such an issue, a panel will be appointed to consider the issue as soon as is reasonably practicable. The panel will consider the issue and make a recommendation to the Technical Department as to how the issue should be addressed. The Technical Department will then decide whether to take action on the issue and if so, what action to take. Inasmuch as the Championship Rulebook and the ruling of BMF are intended to preserve competition and promote safety, BMF reserves the right to amend the rules at any time on its own initiative to prevent or allow the use of specific types of equipment or practices. The effect of such amendments may well be to attempt to contain costs being experienced by competitors to insure continued competition or to regulate the performance of racing vehicles to deal with safety considerations. For purposes of this rulebook, the term "participant" shall include officials, any person possessing or who has been issued a credential and any person directly or indirectly associated with any vehicle that has been permitted to enter an event site for the purpose of competition, including, but not limited to owners, riders, and crew persons.

13.2. Conduct of Participants/Crewmembers

It is the responsibility of each participant and their crewmembers to conduct themselves in professional and non-disruptive manner throughout the course of the event. Any participant who, in sole and absolute judgment of the BMF, 1) verbally or physically threatens another participant or other person 2) uses vulgar or derogatory language, 3) engages in unsportsmanlike conduct or conduct detrimental to the sport of racing, 4) otherwise creates a condition or circumstance that is unsafe, unfair, or out of order shall violated the rules & regulations of the BMF. The BMF reserves the final judgment as to what type of behavior, conduct or language shall be deemed hostile, unfair, unsafe, or with issues of un-sportsmanlike conduct and what constitutes threats or abuse. Any inappropriate conduct directed towards fellow participants, spectators, or event officials deemed unsportsmanlike by the BMF officials is grounds for removal from the event or any other disciplinary action as prescribed by the BMF. Any participant or crewmember that makes inappropriate physical contact with a BMF Official is subject to forfeiture of event points, ejection from that event and any or all-appropriate criminal charges that may be filed.

13.3. Compliance with Regulation

In order to insure compliance with the rules and regulations of the Championship, BMF reserves the right to take action against any participant for failure to comply with any decision, rule or regulation of BMF. The action taken by BMF may range from permanent suspension from BMF events to admonishment intended to inform participants of the offender's failure to comply. The intermediate actions can range from temporary suspension to fines. BMF has developed and published the Rulebook for the purpose of providing guidance in the conduct of BDRC events. BMF does not intend to imply by the publication of the Rulebook, by the conduct of various racing events, by the licensing of riders or by the acceptance of event entries that any person has the privilege of participating in BMF events. BMF reserves the right to preclude the participation of any person in any BMF event where BMF determines in its sole and absolute discretion that such action is warranted.

13.4. Compliance of Rules

Each participant expressly agrees that by entering an event conducted by BMF, the participant agrees to be bound by all of the decisions, rules and regulations of BMF, including all procedures provided for in this Rulebook, and by decisions, rules and regulations, which are applicable to a particular event. The participant agrees to be bound by and abide by the decisions of the Event Director, her designee and other BMF officials at all BMF events. The participant by entering an event conducted by BMF agrees that all decisions made during or incident to an event are final and may not be appealed or made the basis of litigation and agrees to release and waive from liability and agrees not to bring any action against the Event Director, his designees, BMF, BIC, BDRC the race track operator, event sponsors and all other event officials for any loss, damage or injury caused by decisions, erroneous or otherwise, or decisions based on malfunctioning electronic or mechanical equipment, whether due to negligence or otherwise. The participant further agrees that any disputes concerning any event, the rules and regulations of BMF or any decisions of BMF or BMF officials whether or not incident to an event, shall be resolved pursuant to the procedures provided for in this Rule book. The participant agrees to indemnify and to hold BMF and BIC harmless for any costs incurred as a result of the failure of the participant to comply with the procedures and proscriptions provided for herein.

13.5. BMF License

Competitors must hold a BMF Drag Racing license, or a Drag Racing license issued by an FIA Affiliated ASN. GCC and Foreign license holders, at the sole discretion of their ASN and as per the FIA

International Sporting Code, may compete on the condition that they have prior authorization from their ASN in the form of a No Objection Letter (NOL). The license, and where applicable the NOL, is valid for use until its expiration date or until revoked by the issuing ASN. The license is intended to signify that the driver has demonstrated basic qualifications for drag racing classes up to and including the one in which the driver has qualified.

13.6. Assumption of Risk

The participant agrees that by entering an event, the participant acknowledges that the event site is safe and suitable for racing and participant acknowledges that by participating in the event the participant may suffer bodily injury or death or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of such losses and waives any claims for such losses against BMF, the BMF event officials, the event sponsors, the race track operators and other participants, discharges such persons from responsibility for such losses and covenants not to sue such persons for such losses. All participants shall be required as a condition of participation to sign all required entry forms, including such releases as shall be required by BMF and BIC insurance policies, consisting of the following or similar wording:

13.7. Release and Waiver

In consideration of being allowed to compete, officiate, observe, work for, or participate in any way in the EVENT(s) or being permitted to enter for any purpose any RESTRICTED AREA (defined as the advance staging area, burnout area, competition area, shutdown area, staging lanes, return road area, and any other area within the barriers, fences and/or structures separating the general public from the racing activities), EACH OF THE UNDERSIGNED, for himself/herself, his/her personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he/she has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS, which he/she enters and he/she further agrees and warrants that, if at any time, he/she is in or about RESTRICTED AREAS and he/she feels anything to be unsafe, he/she will immediately advise the officials of such and will leave the RESTRICTED AREA and/or refuse to participate further in the EVENT(S).

2. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, and persons in any RESTRICTED AREA, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents and employees, all for the purposes here referred to as "Releases," FROM ALL LIABILITY TO THE UNDERSIGNED, his/her personal representatives, assigns, heirs and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS

THEREFORE, ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releases and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releases, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Country in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

13.8. Registration and Scrutineering

Any car taking part in the event must be presented by the driver or his Team representative for scrutineering and registration which will be held at (place) on (date: from to - in accordance with the given timetable before the event day). During scrutineering the tech will check all safety components, body, wheels, tires, suspension, chassis, wheelbase, cooling system, oil leaks ..est and classify the car to which class category. Safety and technical inspection may be carried out at any time during the event. After passing scrutineering competitor must register his/her car to get wristband and entry stickers. (Registration fees nonrefundable except if the Organizer called to cancel the event in normal circumstances and not under force majeure).

A class / category will only be deemed active for Race, once a minimum of 4 competition vehicles have registered and having recorded an official full pass (a full run) with a registered time (in/during qualify). Failure of 4th registered vehicles to complete a full pass with an official recorded time will deem the class / category incomplete, and the other 3 (remaining) registered vehicles will have the choice to move up to a higher class subject to the 3 vehicles having met the minimum class requirements or withdraw from the event. Under specific circumstances where the referred to class / category is the highest class of the event, then the class / category will be deemed incomplete, the 3 (remaining) registered vehicles will not be permitted to participate in the Race event.

13.9. Protests and Appeals

Protests and Appeals shall be made in accordance with the applicable National Sporting Code (NSC).

Any Protest must be accompanied by a fee of BHD 100.

Any Appeal must be accompanied by a fee of BHD 800.