



UK Mascar 2010 Rulebook and Policies

Purpose and Vision

1. To set the example and lead the way in the area of Mascar Motorsport safety.
2. To use the sport of Mascar racing to teach positive values and attitudes to our Competitors and their families, which will help them, are more successful in life.
3. To provide a national rulebook maintaining uniformity among Mascar Nationwide.
4. To provide a steppingstone allowing racers to advance to professional Racing immediately after leaving.
5. To enforce the national rulebook firmly and fairly, providing a level playing field among all competitors.
6. To recognize and promote the achievements of our racers and help they attract more sponsorship for the sport.
7. To lower the expense and complexity of Mascar racing making it easy for new racers to join the sport.
8. To attract enough race teams across a wide enough geographic area to enlist Major national sponsorship.

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Mascar UK Division
2010 Mascar Rulebook

1-GENERAL DISCLAIMER STATEMENT

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of 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 EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 / Directors shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or to impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation of, or deviation from these rules is left to the discretion of the officials. THE OFFICIAL'S DECISIONS ARE FINAL CODE OF CONDUCT

All members will be expected to abide by the following code of conduct at all events in all events.

The driver is responsible for the actions and words of his owner, pit crew, etc. in all respects. Throughout this section, the word "driver" shall mean the driver and anyone associated with that driver at the track.

The driver shall be the sole spokesperson for his / her car owner and pit crew in any and all matters, and must deal with officials Drivers representative only regarding their conduct and behaviour. Anyone witnessing a violation of this policy anywhere on the facility where an event is taking place should fill out a statement and submit it to an official.

1.1. Harassment of any persons or track officials, safety crews, ambulance crews, or spectators will never be tolerated. Harassment is any screaming, yelling, or threatening words and/or actions. When conflicts or concerns arise, drivers are expected to share their concerns in a controlled manner. Violation of this policy will result in a £30.00 fine with each additional offense generating a £30.00 fine And Points Placed on drivers Licence suspension or Ban. All fines must be paid before driver will be allowed to participate in any additional Mascar events.

1.2. Harassment of other racers and/or their crews, families etc. will not be tolerated. When harassment occurs in a pit area, the offending driver will be considered to be the driver who does not belong in that pit. When harassment occurs anywhere other than a team pit area, both parties will be considered to be at fault and will be fined. As such, if you want to ensure you do not receive a fine for harassment, stay in your team pit area. Violation of this policy will result in a £20.00 fine with each additional offense generating a £10.00 greater fine plus suspension or ban – i.e. £30.00, £40.00. All fines must be paid before driver will be allowed to participate in any additional events.

1.3. Physical violence will never be tolerated. Any driver who physically attacks anyone, at any time, will be automatically suspended for the rest of the racing season. If the violence involved a weapon, the driver will be banned from further racing competition for life.

1.4. Any driver who uses his car as a weapon – i.e. ramming another car after the race etc. will receive a ban or fine accordingly. To be decided at a disciplinary meeting involving all club committee

1.5. If, in the opinion of the track officials, a racer intentionally wrecks another car during the race, the offending driver will be fined the costs of repair to the damaged vehicle also.

1.6. Any concerns regarding the racing events must be taken to the Drivers representative only. No driver should ever go to a local racetrack official with concerns/complaints. These must be brought to the attention of the Mascar officials. Any driver who leaves the pit area and confronts track officials during racing events will be immediately thrown out of the event and fined **£50.00**. This is a serious offense that can ruin our relationship with a track, and it will not be tolerated.

1.7 Any complaint will incur a £10.00 Fee by complainer if found in your favour then this will be refunded, If found to be a race incident or accident the funds will be retained.

1.8 Any complaints regarding any situation on the track with immediate effect must be placed in writing by the driver only which needs to include the following information, cars involved, what happened, where i.e. pits corner, and recommended outcome, i.e. what you want, also the offending party will be given the opportunity to reply via the same method with their explanation. (No other form of complaint will be accepted). This will then be discussed with the track officials by the Promoter and Race Director / Assistant Race Director and driver's representative or if either of the prior is involved by a Mascar Racing independent representative and one other, the outcome should be resolved at the track if possible. If the incident cannot be resolved at the track it will be looked at and a decision made on the evidence submitted before the next meeting with the drivers concerned informed of the outcome. Video evidence may be used if available it must be submitted within 7 days from incident for review by committee.

1.9. Crew members will only be permitted on to the track if the track officials allow this.

1.10. Everyone associated with Mascar racing is expected to abide by all local track policies and procedures. Violation of local track policies and procedures can result in fines or suspension from events and drivers point.

1.11. all personal property brought to the Raceway by a team must be removed with them when they leave. Examples: tires, race car parts, used oil, etc.

1.12. No alcohol is permitted be consumed in the pit areas before, or during the events. Our series is designed to be family friendly and those caught in violation of this rule may be fined up to £100.00

2-PENALTIES/FINES/Driver Endorsement Points

Officials may apply penalties and/or fines for non-compliance with any part of this rulebook. Point Penalties and fines will be assessed according to the guidelines below. Any fines must be paid before driver will be allowed to join or race in any additional events regardless of the elapsed time between the infraction and the return to competition.

2.2 Miss-Adjustment Infraction – Examples of this type of violation include but are not limited to minor ride

Height, minor wheelbase, slightly underweight, etc. The penalty for this type of infraction will be no less than the loss of 3 positions and/or placement as the last car on the lead lap

2.3 Minor Technical Infraction – Fine or reprimand of up to £10.00 and/or disqualification from the event in question and/or suspension from one additional event. Any illegal parts in question will be confiscated by officials.

2.4 Serious Technical Infraction – Fine of up to £15.00, disqualification from the event and suspension from minimum of one additional event to the entire remaining racing season. Any illegal parts in question will be confiscated by officials.

2.5 Refusal to Turn Over Illegal Parts – Fine of £30.00 disqualification from the event, suspension from a minimum of one additional event to the entire remaining racing season loss of points from all previous meetings.

2.6 Refusal to Submit to Tech Inspection – Fine of £50.00-£100.00, disqualification from the event, suspension from a minimum of one additional event to the entire remaining racing season loss of points from all previous events.

2.7 Rough Driving – If track officials observe rough driving during an event, that driver may be

Moved back to the rear of the grid for the minimum of the next two meetings and driver points given to the offending driver position they will also lose the championship points for the meeting were the offence takes place and as per **rule 5 you may be held responsible for the damaged caused.**

3.0 Driver Endorsement Points

3.1 The driver endorsement points are to discourage bad and UN sporting conduct they are a minimum penalty not a max and are also subject to other penalties as stated in the rules.

Points will be issued by either or Race director, assistant Director, Mascar Director, assistant spotters can also make recommendations, These points may be issued at any time of an event during after and majority of two out of three officials agree with the division or at committee level after investigating an incident. They are subject to protest as per complaints protest procedure, The points are then held on a drivers licence for a max of 9 months from date of issue rolling in to the following year if required (from the beginning of 2010) You will have a Max of 12 points after you exceed 12 Points then penalties come in to play automatically as follows.

13-20 Points 1 Meeting Ban

21-29 Points 2 Meeting Ban

30-33 Points 4 Meeting Ban

34 Points + 9 Meeting Ban

Your points remain on your Licence for 9 months rolling each time they are issued. A log of all points will be kept by both Mascar secretary and race director/ Assistant Director / Drivers rep and recorded in your current licence.

The following is a guide line to what points are issued for what type of incident.

These are at the discretion of race director and committee members. And in agreement of two Representative in attendance.

2 Points

Unsporting conduct, Consistent Blocking, Failing to hold line or cutting up, Break checking, Overtaking under waved Yellows and not giving place back, Not obeying start procedure, Failing to slow under waved yellows, failing to obey blue flag, as examples may be increased to 3 points depending on severity.

3 Points and at discretion of official docked 2 places from finishing order

Unsporting Conduct, Ramming Constant Bumping the rear of another car, Side Swiping another car, Failing to obey Race official including pits and race director, may be increased to 4 points depending on severity and if a car is taken out of running.

6 Points and at discretion of official docked a minimum of 3 places from finishing order

The taking out of any cars through unsporting conduct, Running another car in to any wall or infield, disobeying any flags, racing and speeding in pit area, reckless or careless driving, Gesturing or using foul language signs. Approaching and arguing with track officials,

13 points and pending further discipline action as per rules

Any type of direct aggressive confrontation on or off track inc shouting yelling or any treating behaviour including threaten to take another vehicle out of a race, approaching another drivers pit area to confront them aggressively over an incident is classified as a instant 13 points you will be classified as the aggressor. (You have a driver's representative for this)

The above are examples only and other incidents will fall in to one of these categories and you are also responsible for anyone who attends the meeting with you and may be subjected to the above if these people are found in to be in breach of the above.

MASCAR UK RULES

4.0 GENERAL RULES

4.1 The rules shall apply to each and every driver, owner, sponsor, mechanic, crew member and / or any other pit personnel (collectively known as participants) participating in any MASCAR sanctioned or recognized event.

ALL PARTICIPANTS SUBJECT TO THE RULES ARE EXPECTED TO KNOW THE RULES AND ANY CLAIMED IGNORANCE OF THE RULES WILL NOT BE ACCEPTED OR TOLERATED AS AN EXCUSE.

4.2 All rules in this book apply to all events.

4.3 All rules are subject to change at any time with reasonable notification...

4.4 No modifications other than those specified in this rulebook are acceptable if it is not listed then you can not do it!

If this rulebook or the manufacturers parts list does not specifically say that something can be done or used on the car then you must consider that the change or part or action will be illegal. All parts fitted to the cars must have a BG part number or be listed within this rule book or authorised by the Mascar Racing Ltd in writing any part or copy part not complying with the above ruling will be deemed illegal and confiscated for disposal. Any Repairs to chassis or body's must use authorised genuine parts only.

4.5 Anyone attempting to circumvent the rules or judged to be going against the spirit and intent of these rules or the organization is subject to disqualification or suspension. Only authorized officials may decide if a change, alteration or action is an attempt to circumvent the rules.

4.6 cars are designed for closed road course or raceway use **only!** The car may **not** be modified for street use!

4.7 The decisions of any Officials and the Mascar director at sanctioned or recognized events, Including the interpretation and application of the rules and any scoring of positions shall be final, Binding and at the decision of these officials, This is non appealable.

4.8 **No equipment or car will be considered as having been approved by reason of having passed through inspection "unobserved".**

4.9 Only cars manufactured by Baby Grand Manufacturing Inc. or Baby Grand's Inc and **purchased through Mascar Racing Ltd** are legal for use. Cars originating from any other source are not legal for use in any events and will not be allowed to enter any events associated with MASCAR RACING LTD.

Manufacturer

Baby Grand's Inc.

5.0 MEMBERSHIP AND LICENSING

5.1 Membership runs from January 1st through December 31st of the same year. **All**

Memberships must be renewed on an annual basis. Currently the membership will be £150.00 through the promoter of Mascar Racing Ltd (ORCI).

5.2 The promoter may allow as a member any individual interested in Mascar Racing, as long as that individual has completely and truthfully completed a membership application, agreed to abide by the Rules and code of conduct, and paid the determined fee(s) due for membership. Mascar racing Ltd and ORCI and track promoter reserves the right to reject or deny any application that is deemed unacceptable and terminate any membership that has failed to comply with the rules, guidelines, and code of conduct.

5.3 All drivers in all events must be members. All drivers must have in his or her possession a valid approved competition license. The member must: A) be at least 16 years of age. B) Have met all racing experience guidelines and C) Submit to a drivers test if requested by officials.

5.4 If a competition license applicant is under 18 years of age, the applicant must submit a minor release form signed by all parents or court-appointed guardians. If the applicant is less than 18 years old, the parent and/or guardian must also join the club as an associate member. All Competition license applicants under 18 years of age are required to submit with their application a copy of their birth certificate. All birth certificates, whether a copy or an original will not be returned and kept on file.

5.5 Drivers under 18 years of age are eligible to race in the Mascar series if they have racing experience at a level acceptable to the club, are cleared to race by the local track, and are covered by local track insurance.

5.6 The Promoter may penalize via driver points, suspend and / or revoke a competitor license for any period of time if the member has violated or attempted to violate the rules or code of conduct...

5.7 Mascar Racing Ltd has 4 types of membership:

One-Day Member Track charge + £10.00 admin fee

For any driver who only races in an event for a single day

Must fill out the complete membership application for the day they intend to compete in

The driver will receive points for the one day, but has no other benefits

Associate Member £20.00 each

For owners, crew chiefs, fans Associate members receive membership Hard Card Strengthen Mascar racing and help the sport attract more sponsorship

Driver Member £150.00 each

For all Division drivers receive affiliation to Mascar and ORCI and any benefits given to Mascar, you are able to vote on any matters a rising race at any sanctioned event subject to suspensions etc.

5.8 Competitors and/or their parents or legal guardians must ensure that local track insurance covers them – especially if under the age of

5.9 Local track rules prevail regarding minimum age of competitors.

5.10 All licenses are non-refundable and non-transferable.

Extra Fees may be required by Track promoters of the venues these if appropriate will be notified to all drivers as early as possible any entrance fees to tracks is subject to driver attending the event and his/ Hers responsibility. We have no current control over entrance fees and the club will endeavour to subsidize these when ever possible.

5.11 Any driver that fails to turn up for any meeting that is subsidized by the Promoter will be liable for the cost of his entry, which will be worked on cost divided by drivers in attendance and missing, It will be presumed that all drivers are going to attend these meetings unless a minimum a two months notice is given even in cases of emergency you will be still liable for the cost of that meeting if you don't attend.

5.12 Drivers fund a drivers fund of £50.00 per driver per season payable each year separate to licence fee will be set up and held by the drivers representative, This fund is for driver associated costs to subsidise the following Working non driver members for travel to meetings ect, also can be used for Tech inspection payments for engine strips ect any remaining funds can be used for end of year presentation. An official statement and record of payments and received monies to be kept by the representative and available to all members for inspection at any reasonable time.

Working members classified as follows, NON Driver or associate Members –Race director or assistant -Tech officer or assistant pits and Lap scores.

5.13 Refund Policy – membership fees are non-refundable as per entry fees to any venue any fees paid prior to a venue that is the cancelled will be held in the funds to pay for further and future venues for those drivers.

6.0 ALCOHOL AND DRUG POLICY

6.1 Rules related to alcohol consumption shall mirror those of the track with the following exceptions:

A) No beer or alcoholic beverages shall be consumed until all racing on the property of the race track is completed.

B) If a participant member is caught consuming alcoholic beverages before the entire racing program for the track is complete; he / she shall be immediately ejected from the race track premises and subject to a suspension or expulsion.

6.2 ILLEGAL DRUGS DEFINITION: Illegal drugs are those substances or drug substances defined and prohibited by UK laws.

Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant at any event, either on the track property or in any area considered to be used in the operation of the track, such as parking lots or leased properties.

6.3 Any person who is found to be in possession of, or under the influence of, any illegal drug or drug substance while on the track's property, or arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, regardless of whether the offense occurred on or off the track property, SHALL BE SUBJECT TO THE FOLLOWING PENALTIES:

A. Suspension from competition and eviction from all sanctioned events and denial of further entry to sanctioned events for a period to be determined by the promoter.

B. Any participant who is formally charged by a court of law with an illegal drug violation, regardless of the offense, upon the promoter being so advised, shall be suspended from all forms of participation at any sanctioned and recognized events until such time as the charges are fully adjudicated through the legal process.

C. Any participant convicted of an illegal drug violation, regardless of the level of the offense, by a court of law, shall be prohibited from taking part in any sanctioned or recognized event for a minimum of one (1) year from the date of conviction.

D. In addition, during any suspension imposed above all points awards will be with drawn.

6.4 REINSTATEMENT: A participant suspended for violation of these drug policy rules, may be

Reinstated at the discretion of the officials, if:

A. In the case of drug use, it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed within the state, certifying that he or she is drug independent, as a result of random and periodic examinations and urinalysis testing, made at the request of committee.

B. In the case of drug possession, that the participant produces evidence, satisfactory to Officials, that he or she was not in possession of illegal drugs.

6.5 PRESCRIBED DRUGS: If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief Official prior to the participant's entry into any track activities. Failure to do so will subject the participant to penalties as prescribed above.

7.0 ACCIDENTS AND SAFETY

7.1 All sanctioned or recognized events are competitive racing events. The rules of Mascar racing have been established to provide for orderly conduct of the racing events and to establish minimum acceptable standards for these events. Entrants are required to comply with these rules.

7.2 No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. These rules are strictly a guide and in no way guarantee against property damage, injury or death to any participant, spectator or official. All competitors assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or in route to or from.

7.3 All competitors agree to inspect the racing facilities, safety personnel and equipment, and conditions at the race track on a continuing basis before, during and after the event. All competitors are solely and directly responsible for the safety of their race cars, equipment, and crew members, guests, other persons in their pit area and themselves.

7.4 Any party who wilfully or maliciously uses a race car, or any object, on the track or in the pits to injure, destroy or damage another person or personal property will be suspended plus subject to Police involvement.

7.5 Drivers may not get out of their cars while on the race track except in an emergency (such as fire or fuel leak) or if requested by an official.

7.6 No one (except the driver) is allowed to ride in or on the race cars at any time.

7.7 All drivers must wear approved seat belts, safety suit, all safety suit accessories such as gloves

Race boots, etc. and helmet on the race track at all times or whenever the car is in motion. This includes pit and staging areas. These items are detailed later in section 13.

7.8 A 1Kg Dry Powder Gauge Fire Extinguisher is highly recommended and if fitted, this should be in a tube with a spring top and should be within easy reach of the driver. Old type BCF (green) type extinguishers are not allowed. All tow vehicles, must carry a minimum of a 2kg fire extinguisher dry power or gas, which must be within easy reach of the driver and mechanics at all times, especially when refuelling.

8.0 POLICIES/PROCEDURES

8.1 Mascar's will operate according to the following policies and procedures within the UK SERIES.

8.3 **Visibility**, Front screens may be removed for any meeting under ½ mile (single lap track distance) at the drivers discretion. If the screen is removed a replacement aluminium frame work of the same shape and form of the black covered area of the standard screen with a centre support of a maximum width of 2". The replacement support screen must be made up of a minimum thickness of 4mm aluminium of a one piece structure and be riveted or bolted to the body with a minimum of 8 fixtures. The standard screen may be fitted over the top of this structure at any time and a maximum of 12 x 2" holes may be drilled in the rear screen 5 bottom 5 top 1 left centre of screen 1 x right centre of screen to accommodate air flow of removed screen. Drivers must wear goggles or visor when ever screens are removed.

The Standard Perspex screen must be fitted and in place for any track over ½ mile (single lap distance) unless under the agreement of the promoter the meeting is classified as a wet meeting and wet tyres must then also be fitted. If conditions then change and Slick tyres are the option then the screen must re-fitted to the car also.

Anyone found without the screen fitted other than above rule will not be allowed to race and will be black flagged.

8.5 **Tech Decisions** – At all events, tech inspectors inspect cars. All decisions regarding the legality of cars and parts will be made by a minimum of a 3 person committee consisting of 3 officials. This "Tech Committee" will also decide any penalties, fines, etc. to be levied for infringements two of the people will be chosen by the promotion and one by the driver concerned.

8.6 **Testing Policy** – Testing and practice is subject to Track organisations and personal preference.

8.7 **Communication Policy** – Race receivers will be compulsory for all meetings and must be in a working condition you as the driver are responsible for ensuring that you can hear any directions given through this and I cannot hear you are no defence to any incident. No receiver no race!

8.8 **Rules Policy** – All rules are managed by the Committee which reviews all rules changes and the Members votes for or against any proposed change, the promoter (chairman) has the final casting vote and in the interest of the sport may decide that the rule submitted is inappropriate to move the formulary forward or in the interest of the promotion. All members are welcome to submit suggestions for rules changes at any time in writing. In general, rules change proposals will be considered after the end of each racing season at the AGM or during the season if necessary by the promoter

9.0 ENTRY AND SIGN IN

9.1 Booking in for meetings

9.2 All drivers are required to book in to all meetings to the Mascar Secretary giving reasonable notice Via Internet, E-mail, Phone, Text, You may book in to as many meetings as you want a the start of each season, Failing to turn up after booking in will ruin our relationship with track promoters and could end in us loosing the venue. For meetings such as Belgium and Lydden we will require a minimum of 3 weeks' notice all other meetings five working days. Also Grid and average points will be worked out prior to meetings and if you fail to book in you may fail to be in your correct grid position and will have to start at the rear for the entire meeting.

9.3 Upon signing in for any event, a competitor must present their valid licence and, if requested, a picture or I.D to confirm their identity.

9.4 Car numbers are issued through the club secretary and are allocated to each driver for 2 years even if the driver leaves the club unless otherwise agreed, or the driver who owns the number gives written consent to allow that number to be used a driver Numbers cannot be changed during the season.

9.5 No alphanumeric or single numbers or three digit numbers are allowed all single numbers to begin with 0? All cars having two drivers the first driver will display number as per rule book the second driver may use the prefix letter A next to the number it must be clear and boldly displayed whenever the second driver is using the car, 01 reserved for Pro championship winner from previous year if required and 02 for the semi pro champion from previous year.

9.6 Entry fee and pit passes differ from track to track. Members must adhere to track policy.

9.7 No person will sign at any time, for any reason, an entry form, waiver and release of liability form

Or pit permit for anyone other than themselves.

9.8 All entries must be signed in at least 30 minutes before the scheduled starting time of the first practice session. If late, they must report to a Tech official. Late arrivals may be denied competing in that day's events.

9.9 All drivers must be in attendance during the entire course of all drivers' meetings. All minor

Drivers must also have their parent or guardian present at all drivers' meetings. Any driver who

Misses the drivers meeting will be moved to the rear of the field for the start of race one.

9.10 No one under the minimum age required by the track, even if they are a member, will be allowed in the pit area or other restricted areas.

9.11 **Pre Tech** - Every car that competes in practice or a race must go through pre-tech before racing. Cars must be presented to the chief Tech officer; **Tech inspection will end ½ Hour before practice begins** missing this dead line will mean you miss practice and possibly your first heat. When the car passes pre-tech, the drivers log book will be signed. Passing pre-tech does not mean the car is 100% safe and no liability will be taken for any injury sustained due to unforeseen failures Pre tech is a basic observation check with recommendations any car found illegal or deemed to be unsafe must have the faults rectified before commencing racing. Because your car passes Pre Tech does not mean that it is totally legal and is subject to legality during any time within a meeting.

9.12 Mascar Pre Tech Checklist.

1. Serial #s verify that car is Mascar approved.
2. Engine compartment exam
3. Spoiler angle check.
4. Safety belt date (none over 5 years old allowed) check other safety equipment.
5. Ride Height check.
- 6 Seats
- 7 Drivers safety helmet overalls gloves ECT.

- 8 General appearances
- 9 Isolation safety switches
- 10 Engine number (Seals)
- 11 General safety items
- 12 weight checks may be carried out at this point.
- 12 Tyres Controlled type
- 13 window nets fitted.
- 14 Brake light

10.0 COMPETITION AND RACE PROCEDURE

10.1 No engine, camshaft, cylinder head or carburettor body may be changed after a car has competed in a qualifying heat race without the permission of the officials. If permission is granted, they must start at the tail of the field in the next race and the engine, camshaft, cylinder head or carburettor body will be impounded by the officials and is subject to technical inspection.

10.2 A maximum of 30 cars at tracks 3/8 mile and under and 40 cars on tracks over 3/8 mile.

10.3 All starts and restarts are to be determined by track officials.

10.4 All cars will line up in the designated staging area prior to their respective heats in grid order failing to show when called will result in not being permitted to start the race or they will be placed at the rear of the field at the discretion of officials. If a car is not able to start the race, all cars behind that car in the same row will move forward one position.

10.5 Driver changes may not be made during the course of any race with the exception of specified endurance events.

10.6 Two drivers may use the same car in one season but must delegate before hand at each meeting and display the relevant registered driver number on the car with or without prefix, to determine who is driving and when any changes to this schedule or any driver within a meeting or car body at a meeting and the car will automatically be moved to the rear of the grid and all points removed for that meeting.

10.7 On the initial start, all cars must remain in double file, nose to tail formation (not to either side or more than a car length behind the car ahead). No passing is allowed on both side of the car until the Green Flag and instructed by Race director i.e. GO.

10.8 Any passing under the waved yellow flag and the said driver does not immediately let the other car back in front, the offending driver may be black flagged or docked double the amount of places gained from his finishing position. The official's decision to penalize or not to penalize in accordance to this rule is not protest able.

10.9 You may pass under a stationary yellow flag but with caution.

10.11 All starts and restarts will be at a consistent medium speed and all cars at a maximum of one cars length between cars and will be made by the flagman at the same point on the racetrack every time. The pole or lead car must maintain consistent speed until the display of the green flag. If officials determine that the lead car is not maintaining a consistent speed, or is "brake checking", that driver may be sent to the rear of the field.

10.12 If caution or red flags are displayed before the completion of lap 1, there will be a complete restart in the original starting order. If a car is unable to restart for any reason, all the cars behind in that line will move forward. There will not be any "switching sides" for the restart.

10.13 If a waved yellow flag is displayed after the completion of 1 lap, all cars will line up in the physical order they were running on the track at the end of the last completely scored green flag lap. No "racing back to the flag". All cars must hold their position, even if trailing a lapped car and fall into a single file nose-to-tail formation. Race officials will use the Race receiver system to place lead lap cars at the front of the field as time allows.

10.14 If a caution is displayed after the leader takes the white flag, the final finishing order will be as the cars come across the finish line after the final lap.

10.15 Any car involved in three yellow flags, for any reason, will be black flagged.

10.16 All cars involved in an accident will restart behind all cars not involved, regardless of the number of laps completed. Track officials have the right to deviate from this policy if they determine an incident was caused intentionally.

10.17 All cars going to the pits under a yellow or a red must restart at the rear of the field, if they wish to return to that event. Any car(s) in the pits when the yellow is turned off must remain there until cleared for return by the pit official.

10.18 Cars that spin out on the track must attempt to resume race speed and refrain from slowing current competition. If anyone is deemed to be deliberately stopping the race, his or her car may be disqualified from the event.

10.19 During the course of a race under the green or yellow flag, all work to a race car competing in that race **must** be done in the pit area or any area which is designated by the pit officials at the driver's meeting. If a car is worked on outside of these defined areas under the green or yellow flag the car may be disqualified.

10.20 If rough driving is observed, officials will first warn the driver with the point of a furred black flag. Further rough driving will result in disqualification Drivers points or consultation with officials. Rough driving will be determined by the track officials during the race only. Additional sanctions in the form of loss of position or points from that meeting and may lead to starting at the rear of the grid for a minimum of two meeting as per the rough driving rule above, This decision can be made by the officials after the race if the officials or promoters deem it necessary.

10.21 A black flag can be given to any car that is losing part of the race car, appears to be unsafe, or smoking badly. The black flag decision will be made by the starter or officials.

10.22 The race will be officially completed when the leader has completed the specified race Distance/time or with the starter's display of the chequered flag.

10.23 The standard Race time will be set at minimum 18 lap heats and minimum 20 lap final on short track ovals subject to track approval, Long track events minimum 5 lap heats 8 lap final again subject to track approval. On a standard oval you have two warm up laps followed by rolling start lap for the first race of every meeting.

10.24 Upon consultation with the officials, track officials have the right to change, omit, or add rules and regulations that are particular to their track in regards to how the event is run. This policy does not in any way pertain to minimum standards for safety.

10.25 At All events, the race will be managed by the race director chief track marshal according to the policies listed above. Any changes to these policies for a particular event will be discussed in the drivers meeting. Racers must attend the drivers meeting to ensure they understand a particular track's policies and procedures non attendance of the driver briefing will incur a penalty of 100 championship points deducted from that drivers points. All minors must be accompanied at drivers meeting by their parent or guardian. Ignorance of rules or track policies and procedures is not an excuse.

11.0 FLAG RULES

11.1 Competitors will be given information from the officials, during events via flags or lights as listed below:

Green: Go. The entire track is open for racing.

Any Waved Yellow flag: Caution. All cars must come to a slow and consistent speed (walking pace) immediately. All cars must maintain their position, even if the car is a lapped vehicle, maintaining a single file nose-to-tail formation.

Note: A waved yellow flag is full-course on all oval tracks but may pertain only to a corner / flag station

On a road-type course. **Specific instructions for the event are provided at the driver's Meeting and shall apply for that event.**

Stationary Yellow Carry on racing proceed with caution overtaking allowed

Union Jack Half race distance

Red: Stop. The race has been stopped and all cars must come swiftly and safely to a complete stop.

Black: Any car given the black flag must pull into the pits immediately for consultation. Failure to obey a black flag will result in your car not being scored for the remainder of the race.

Blue with Yellow Stripe: Move over, you are being lapped.

White: You are beginning your last lap of the race.

Chequered: The race is officially completed.

12.0 TIMING AND SCORING

12.1 Timing and scoring of all cars will be handled by track officials. Drivers must be sure they understand track policies regarding timing and scoring. If a driver has a question or concern about timing and scoring, the driver should ask the question in the pre-race drivers meeting.

12.2 The finishing order as determined by track officials is assumed to be correct, however, if a racer believes the finish to be incorrect, that racer can submit a finishing order revision form to the official of the day within 1 hour of posting of the results by the officials. If all the drivers who would be moved back in the finishing order by the "new scoring" agree the new scoring form is correct, the officials will make the change. If any driver affected by the change does not agree to the change, the official finish will remain the original finish provided by the track any questions over finishing results must be put in writing through the driver's rep.

12.3 At tracks using an AMB style transponder system where the transponder must point down toward the track, the standard location for the transponder shall be at the rear of the car, on the side of the rear down tube on the left side of the chassis. Only one transponder may be mounted per car, and all transponders must be operational. The race result will be taken off the transponder system, if the system fails the manual scoring will be introduced, if your personal transponder fails this is your fault and you will be classified as a non finisher.

Transponders will be a requirement for 2010 season all cars to be fitted with these.

13.0 POINTS

13.1 All events will use the point system described in this rulebook.

13.2 Point System Explained – Mascar uses a simple, yet effective points system to reward drivers for all events. .

13.3 Basic Point Allocation – The basic points system awards points based on finishing Positions in the heats.

Points System to be changed to the following system.

1st 110 - 2nd 95 - 3rd 85 - 4th 80 - 5th 75 - 6th 70 - 7th 66 - 8th 62 - 9th 58 - 10th 55 - 11th 52 - 12th 49 - 13th 47 - 14th 45 - 15th 43 - 16th 41 - 17th 39 - 18th 37 - 19th 35 - 20th 33 - 21st 32 - 22nd 21 - 23rd 30 - 24th 29

DNF = Score 20 points per heat not finished

DNS = Turn up with car unable to get out to race score 15 points per Heat missed

DSQ = zero points Scored

Championship Ties will count back on top finishing positions i.e. 1st 2nd and 3rds all other finishers 20

The final will be drawn from a hat on two methods

Method B = Total of points from the two heats reversed for final grid,

Method A = Complete reverse grids from second heat finishing order,

Any tie on points i.e. method A grid positions will be decided by your second heat finishing position i.e. higher you finished further back you go on the grid for the final. Ties on Championship positions will also count back on wins and top finishing places, The driver with the most wins or top finishing positions i.e. 2nd and 3rds and 4ths will lead the championship.

All meetings will start in reverse championship average points order i.e. championship points divided by amount of meetings attended, Top average to start at rear of grid then after heat 1 grids will be reverse of the finishing order from the 1st heat for the finals either method A or B will take place randomly drawn at each meeting.

Point System Adjustments –

13.4 Points are non-transferable from one driver to another.

13.5 You must be in good standing with the club in order to receive any points or fund money or awards. All suspensions must be fully served to be considered in good standing with the club. The club committee reserves the right to withhold or revoke any point fund money and/or awards to any participant with outstanding debt to the club

13.6 If a driver is disqualified from the event the remaining field (position & points) shall move up accordingly. This only pertains to the feature event and not the heat races.

13.7 If a driver Picks up a trophy at a meeting other than main championship titles he will retain the trophy if found illegal after the event even if excluded his points will be removed from the meeting.

13.8 Results will be posted on the Web site within 10 days of the event subject to internet connection.

13.9 Any protests of local race results must be made in writing within 7 days of the event and at least one week prior to the next event. After that time, all local race results as posted are final.

13.10 Only races posted on the [website](#) can count for points and no races can be added to the schedule less than two weeks in advance of the event

13.11 Championship Grids Format

Mascar European Pro Championship (The main Title top points scorer)

Mascar European Semi Pro Championship (secondary Title)

The Format

All Races Will score points to the all championships throughout the season as per the points system, Half way through the current season i.e. after the 10th meeting out of twenty meetings (as an instance) the points table will be split in to two half's the top half of the points scorers and bottom half of the points scorers will race for the two separate titles the top half will race for the PRO and Main title and the second half

will race for the Semi Pro title, Grids will be formatted as per the current reverse of overall championship positions no differences allowed for different titles both pro and semi pro drivers mixed on grids as per championship points,

At the point when the championship is divided is the point of no return i.e. after the tenth meeting you end up in the bottom half of the grid i.e. 22 signed on drivers and you are 12th then you cannot proceed in to the moving up to the pro title championship for the remainder of the season and even if you move in to the top half finishing of the overall points i.e. 1st you will only be classified as in the semi pro title position as first place winner and vice versa for the top part of the grid if you qualify at the half way point for the pro title you can move down to race for the semi pro title so if you finish the season in the 12 position you would be classified as last of the pro division driver will be marked on the championship points table at the half way point by either PRO or S-PRO.

To summarise You will be racing the first part of the season for the Championship plus to qualify in to the pro division or Semi Pro division, The second half of the season you will be racing to win either of the titles that you qualified for during the first part of the season, Plus the individual race meeting finals and also any other individual titles put forward i.e. top rookie points ect.

Any Tie at the half way point the drivers points will be added up and divided by amount of meetings attended giving an average and this will take the place or a count back on top finishes if a tie on this.

As for the Pro Championship this will have a first second and third place title first place will have the number #01 allocated to them for the following year,

The semi Pro championship will be a winner only and can run the #02 on his car for the following year. These numbers will be both reserved for these title holders only.

13.12 Individual championships i.e. The Birmingham Wheels 400 will all score as per the main championship.

13.13 If a driver is caught cheating with illegal parts at a local event, and the illegal parts are sent to The committee with a written report, that driver may have a 0 score entered in their point's standings that cannot be replaced by a higher score later in the year.

13.14 The driver is responsible to check there finishing position on the day of the event with the point's holder any discrepancies after this time will be subject to an appeal procedure.

14.1 ADVERTISING AND PROMOTION RELEASE

14.2 By entering into any event, drivers, car owners, crew and agents assign all commercial communication and broadcast rights including photos, videos, or sounds of the event to Mascar Racing Ltd, Mascar Racing Ltd as their agent and representative regarding such rights.

14.3 The Directors and its assigned may use any of the aforementioned likenesses for an indefinite period of time.

14.4 The Directors reserves the right to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All members agree to accept the Mascar racing Ltd committee's decision in this regard.

14.5 No in car cameras are to be fitted unless authorised by Mascar racing Ltd.

15.0 DISPLAY OF ANY SPONSOR LOGOS

15.1 Numbers must be at least sixteen (16) inches high and minimum of 2" wide and neatly attached to both sides of the car located on the centre of the door. Numbers must be located on the doors only and in the NASCAR style no Interactive numbers they must be clear and readable.

(18) Inches high numbers must be attached on the roof, reading from the OUTSIDE of the racetrack... Numbers can be in any design as long as they are readable and not enhanced with flames, shapes, etc. Numbers must be made of a colour with a high contrast to the car body colour. All number designs are subject to the clubs approval

B. No alphanumeric or 3 digit numbers allowed at any event.

C. Mascar Racing Ltd reserves the right to assign or restrict the display, and location on the car, of any decals, logos, identification, markings and advertising on race cars.

D. ALL first year drivers (Rookie of the Year Candidates) and ALL Junior drivers under the age of 18 are required to display a yellow "Rookie Stripe" across the rear of the car. The dimensions of the stripe must be a minimum of 2 ½" X 24".

E. – All cars are required to display their car number using a 4 inch high number on the right rear taillight or bumper of the car,

15.2 Drivers in all sanctioned races agree to display the Mascar Racing and sponsors contingency decals and a series of race sponsors' name or logo across either the top of the windshield or across the rear spoiler and in front of each drivers door number on both sides of the car where applicable and will purchase these as required.

15.3 All official decals and sponsor decals must also be displayed in order to participate in any event.

15.4 Failure to display the required decals could result in refusal of competition, and/or loss of points for that meeting.

16.0 GENERAL BODY REQUIREMENTS

16.1 Only fibreglass bodies and replacement panels manufactured by BABY GRAND MANUFACTURING and authorised by Mascar Racing Ltd in writing are permitted. Any copying of Baby Grand bodies or body panels is a violation of Copyright Laws and the appropriate legal remedies will be taken for violators. No modifications to body shape are allowed. On old style bodies, only one cowl opening (directly in front of windshield) is allowed in the centreline of body, with maximum dimensions of 1 ½" X 10 ¾". Stock opening on new style bodies is legal.

16.2 The port windows of a Monte Carlo body may be replaced with the port windows manufactured by Baby Grand Manufacturing for a Ford Thunderbird body, in order to simulate the appearance of a Dodge Intrepid, Grand prix, or Taurus. The window openings may be reshaped to fit the new port window; however, the installation must be done in a neat and professional manner. All work must be done without altering the original contour of the body. If these changes are made, the car must also carry the identification detailing appropriate to the intended make and model.

16.3 Stock roof hatch on new body style is approved. For older bodies, a roof hatch may be installed over the driver's seat. The hatch must be hinged on the end towards the front of the car. A mechanical latch must be installed to hold the lid in the closed position any time the car is being operated. Velcro latches are not allowed. The latch must be operational from inside and outside of the car. Maximum opening size can not exceed 24" x 24".

16.4 The Driver's side window may be enlarged to accommodate larger drivers by the following method; the 1/4" square tubing may be removed from the top door bar. The fibreglass window ledge can be cut and lowered to the top door bar. The fibreglass window ledge must be repaired and re fibre glassed to body to original appearance. In addition to the top of the door height to roof dimension described above, an additional modification is allowed. You may also modify the lower part of the "A" post for visibility. The fibreglass may be cut out and replaced with lexan of the same shape pop riveted in with no less than 6 3/16" pop rivets. See photos below for an example.

16.5 The driver's side port window may be made into an opening by the following method; begin cutting the fibreglass at the window ledge, trimming underneath the port window and follow the shape of the port window back to the top of the side window opening. The back end of this opening must be securely hinged to the body and fasteners must be used to keep the window from opening during racing.

16.6 The fibreglass body must be firmly attached to the Car during any Event. Bodies damaged during an Event may be duct taped to finish that weekend of racing. If a body is damaged, it can continue to race with pieces missing, however, it may be Black Flagged by an Official if it poses a safety hazard. If a body is severely damaged, it must be repaired and repainted before the next weekend's race.

16.7 A Lexan window is required in the front, rear, and port windows on both sides of the car at the beginning of an Event, with a minimum thickness of 1/8". For road racing purposes at SCCA Events, the front windshield must be a minimum thickness of ¼". Any car that loses a

front windshield during an Event must replace it in order to continue racing. If rear or port windows are damaged or missing after an Event has begun, the car may finish that Event if the Official declares it poses no safety hazard. Unless you have the aluminium frame fitted.

16.8 Car numbers will be issued by the secretary. Car number can not be changed, traded, or reassigned without the permission of Promoter. The promoter may, at its discretion, reassign car numbers. The club reserves the right to disallow any sponsorship, advertisement, graphics, wording, or images (with or without cause) that do not represent the public image of the sport.

16.9 Additional air dams, spoilers, or other aerodynamic devices not sold by Baby Grand's are not permitted. External hood scoops or louvers are not permitted, except that an air scoop not exceeding 10 1/2 inches wide by 1 1/2 inches long, by 1 inch tall, may be added to the rectangular hole in the cowling at the base of the windshield.

16.10 Belly Pans, other than the original floor pan and engine skid plate, are not allowed.

16.12 An adjustable flat trim strip may be added to the bottom of the front air dam. This trim strip must be mounted around bottom perimeter of air dam with fasteners, no more than 6" apart. The trim strip may be adjusted to desired height. Tape is allowed around edges of hood during the Race.

16.13 The Manufacturer's original air intake opening may be enlarged to a maximum opening size of 6 inches tall and 19 1/2 inches wide. A maximum of two new air intakes, in addition to the Manufacturer's original air intake may be made in the front air dam. These additional openings may be made on either side of the original Manufacturer's screened intake in front centre of car. If two additional intakes are made; one must be placed on each side of Manufacturer's original air intake, and mounted flush with body. New openings can not be more than 30 square inches per intake. One or more hole(s) is allowed per intake. No other holes are allowed in the body, other than those made By Manufacturer, and those allowed in other sections of these Rules. Air can be directed to any part of the car except carburettors. Ducting or other devices may be added to cool driver. Air intake receptacles are also allowed in the port windows and/or the window vent post area, only. All air intakes must be flush mounted.

16.14 The Manufacturer's rear spoiler must be used as supplied from the Manufacturer, without any alterations. Spoiler angle must be between 30 and 55 degrees. No spacers or devices are allowed that changes the factory angle. If a spoiler is damaged or broken during an Event, the car will be allowed to finish that Event, but must be repaired or replaced before the next Event. Both the old Style plastic and the new style MMRA stamped aluminium spoilers are approved and must remain unaltered.

16.15 Hinges and pin kits required. Roof opening must be hinged in front only. Positive latches that can be opened from inside and outside body required. Hood and trunk must be held shut with positive pin fasteners-one (1) on each side or fastened in a manner acceptable to official(s).

16.16 Cars must be neat-appearing. Chassis must be painted or powder coated. Body interior may be left unpainted. Any body damaged must be neatly repaired by the next event.

16.17 All components shall be in top quality condition. Bodies cannot be altered from original manufacturer with exception of repairs the repair must be as close to the original shape as possible and silo with the original shape. Any reinforcement of the body must be acceptable to official(s).

16.18 Fenders may not be cut or altered except for tire clearance, subject to approval by official(s). No fender flairs.

16.19 The minimum weight of the car shall not be less than 1500 lbs or 681kgs. Including Driver, equipment, and remaining fuel. This weight rule is in effect for oval track or road racing Events.

16.20 If the weight of car is less than the minimum requirement at post Qualifying Inspection, it will be sent to the back of the field for the remainder of the meeting with 20 championship points deducted for every 1KG under weight, The car will be allowed to continue racing starting from the rear with no points allocated for the rest of the meeting; nothing can be added to the car to increase weight, until Tech Inspection is completed. This includes but is not limited to fuel. However, any components lost during a race will be accounted for in weight adjustment. There will be a set tolerance of 3lbs for ground conditions all cars will be weighed at the same spot on the same scales with only the driver and mechanic and Tech advisers in attendance.

16.21 Weight clamps or lead weights are permitted. Lead blocks must be made clearly visible with neon paint. Car number must be painted on lead blocks. Weights must be firmly bolted to the car with 2- 3/8-inch bolts. No other materials may be used, including, but not limited to, pellets or beads. Mounting of all weight must be acceptable to the officials. If a car loses any weights on the track, that car will be black-flagged.

16.22 The aluminium interior panels must remain stock thickness as issued from the Manufacturer. Panels may be altered to improve air flow from behind the engine and for purposes of Driver comfort and engine cooling. The modifications to the panels can not provide an aerodynamic advantage, create a dangerous environment for the Driver, or take away from the original design intent of the Manufacturer. No openings are allowed in the panels which could allow fire, oil, etc. to enter the driver compartment and no oil coolers may be mounted in any interior panel.

16.23 Brake lights are required for Oval and road racing. The preferred area of installation of brake lights is at the top of the roll bar, inside the rear window. If other Road Racing Sanctioning Bodies require the light to be mounted lower, holes may be cut in the tail section of the car in an area above the rear bumper, but below spoiler, for the installation of the brake lights. No aerodynamic advantage is allowed by the addition of these holes. If brake lights are removed, the holes must be restored to original solid condition.

17.0 Chassis Requirements

17.1 CHASSIS REQUIREMENTS: All cars participating in an Event sanctioned by Mascar must be a complete car manufactured by BABY GRAND MFG. Inc. or Baby Grand's Inc. with the original serial number and/or plate intact. The serial number panel is located on the main frame rail below the door bars. If this plate has been tampered with or altered, the car will be considered an illegal, non-numbered car, until owner receives a legitimate plate from the club. Modifications to the main frame, floor pan, roll cage, pickup points, or shock mounts will not be permitted unless a letter has been issued from the Manufacturer authorizing the upgrades, or unless specific changes are allowed elsewhere in the rules. Brackets, plates, or bars may be welded to the chassis for mounting weights, fire bottle, second battery tray, or seat belt mounts. A skid plate may be installed to protect the oil pan. This skid plate can not be wider than the main frame rails, and cannot extend beyond the front or rear of the engine.

17.2 It is legal to add a window vent post under the right side halo. This support bar is not mandatory, but allowed. If added, the part must be made of 1 1/2" .095" mild steel tubing. It must be welded into place in a position that is similar to the existing vent post on the Driver's side of the car. A damaged chassis may be repaired using genuine parts only by either a coded welder or an authorised Mascar repairer, but must be inspected by a Tech Inspector / Mascar promoter before competing. If the chassis is damaged beyond repair, a bare chassis replacement must be purchased from Mascar promotions or repaired by the UK Mascar authorised repairer any home repairs must be inspected and approved by 2 Tech inspectors assigned by the committee. The original serial number plate must be surrendered before a new chassis with serial number is issued.

17.3 ORIGINAL PARTS: To compete in Mascar Sanctioned Events, all BABY GRAND STOCKCARS must use the Manufacturer's chassis (welded portion), bumpers, sway bar assembly, body or body replacement panels, headers and collector, rear spoiler, Yamaha FJ1200, XJR1200, or XJR1300 engine Tyres and wheels, that complies with rules in section 14 and any other factory required components

covered in these rules. The term "must use the Manufacturer's" or "Manufactured by Baby Grand" means that no aftermarket parts are allowed other than stipulated or agreed by the Mascar Racing Ltd in writing.

17.4 The Manufacturer's front and rear bumpers, of stock shape and thickness, are required on the car any time the car is being operated at an Event. Reinforcing these bumpers is not allowed, as serious chassis damage or driver injury may occur. Changes may be made to bumpers in compliance with SCCA or NASA rules for towing purposes. The correct factory bumper for the body style on the car must be run, and all bumpers must be fully covered by the body.

18.0 CLOTHING AND RACE ACCESSORIES

18.1 All drivers must wear an approved fire resistant driving suit any time the car is in operation. A single layer fire suit is the minimum allowed for oval track racing, a two-layer suit is recommended. In all other Events, a two-layer suit with a rating of 3-2a/5 is the minimum rating allowed. **The use of fire retardant shoes and gloves are required.** The use of fire retardant underwear, head sock, and foot socks are highly recommended. All suits and underwear must be made of the following accepted materials: Nome, Kynol, Fpt, Iws (wool), Fiberglass, Fire wear TM, Durette, Fypro, Pbi, Kevlar or any suit carrying an SFI 3-2a/5 or higher certification patch.

18.2 A racing helmet complying with the below rule 18.12 from ORCi or better is required. Any time the car is operating, the helmet must be secured on the driver. Neck collars, arm restraints, and kneepads are recommended. Before purchasing a new helmet, check for the latest UK motorsport helmet ruling if you intend to road race.

18.3 Harness must be securely fastened around Driver any time the car is operated. All belts and harnesses must be of the 5-point type and meet the following minimum requirements:

- A. Have a minimum SFI rating of 16.1
- B. Be at least 3 inches wide.
- C. Be dated by the manufacturer and no more than 5 years old.
- D. A quick-release seat lap belt is required.
- E. Both ends of the lap belt must be fastened to the welded chassis brackets with grade 8 bolts not less than 3/8" in diameter.
- F. Shoulder harness must come from behind the driver's seat. Inertia reels can not be used.

18.4 An aluminium racing seat is required. Plastic, fibreglass, or homemade aluminium seats are not allowed. Seat may be repositioned within the confines of existing interior. The addition of head or leg supports is strongly recommended. Padding for headrest, roll bars, steering column, and steering wheel is recommended. It is the driver's responsibility to determine where padding should be placed for his/her individual safety. All seats must be securely mounted in the vehicle.

18.5 All cars must be equipped with an SFI rated window net on the Driver's side window. The minimum Dimensions are 17" tall x 21" long. Ribbon or mesh type nets are allowed. The net must be in the "UP" position while car is on the track.

18.6 All cars must be equipped with two rear view mirror securely fastened to the chassis, but can not extend beyond the exterior vertical plane of the door panel these must give you maximum all round vision from the drivers position.

18.7 A hand held fire extinguisher is no longer required at oval tracks. Although it is recommended, if a fire extinguisher is used; it must be mounted so that the Driver can have easy access, while strapped in the seat.

A fire bottle may be mounted at any location in or out of the driver compartment. If a remote activator cable is used; it must be within driver's reach while strapped in the seat. All entrants must have in their pit area, at all times, as part of their equipment, a fully charged fire extinguisher.

Fire extinguishers are required for all non short oval tracks and as above need to be in date.

All race transporters and pit crew must have available 2kg fire extinguisher available for refuelling no extinguisher you may be removed from pit area.

18.8 Competitors are solely responsible for the safety of their race cars and equipment. They are obligated to operate their equipment in a manner, which will minimize the chance for injury to themselves or others. The club and committee and Tech advisors, Baby Grand's Inc., Sponsors, or Promoters will not be responsible for the safety of a Competitor's race car, equipment, or the Competitor's activity during an event.

18.9 Competitors are obligated to inspect the race facility, its condition, the track safety equipment, and personnel. Any safety violations or inadequacies should be reported immediately to the club officials. Competitors should not proceed with Race related activities if you believe some part of the safety is sub-standard.

18.10 Track owners and operators are responsible for determining that adequate safety measures are in place for an Event before competing. This would include, but not be limited to, the following; Safety personnel and equipment for preventing and responding to injury and insuring that the facilities are safe and appropriate for the Event.

18.11 Mascar highly recommends all drivers use arm restraints and neck collars. All drivers should also wear head and neck restraints, particularly when under 18 and on longer tracks. For more information about head and neck restraints, visit these websites:

- A. www.lfttech.com – New device which meets the stringent SFI 38.1 specifications
- B. www.hutchensdevice.com
- C. www.gforce.com
- D. www.simpsonraceproducts.com
- E. www.hansdevice.com

18.12 ORCi Ruling

Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are BS6658/85 Type A, BS6658 Type A/FR, FIA8860-2004, Snell SA2000, Snell SA2005, SFI Foundation 31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fibreglass or Tri-Composite form only. It should be noted that from 2010 the [Snell SA2000 and the BS6658 Type A will be obsolete.](#)

It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn although tinted visors are not advisable.

ALL FORMULAS Fire retardant gloves are MANDATORY and must be marked appropriately.

Neck braces are highly recommended and Fire proof balaclavas are MANDATORY and must be used.

19.0 A Engine Rebuilds

For 2008 Engines may be built and refreshed by any person, it is recommended that one of the three Nominated Mascar UK engine builders is used for this task. As 2009 all engines will be sealed and will be subject to inspection by the three nominated engine builders a report on any engine that is given to these builders may be requested by the promoter at any time, and any suspect illegal parts will be retained for further Inspection, this sealing will take place at the first meeting of 2009 you will be required to have a 3mm hole drilled in the front clutch side Head fin and block fin in alignment and also the cam chain tensioner bolt and one cam chain tensioner housing retaining nut drill to 3mm. If for any reason the seals need to be broken you must contact either the chief Tech officer or Promoter before doing so who may attend to ensure legality of the said engine. If any seals are broken without prior permission of the above

then disciplinary action may be taken as per disciplinary procedures and it will be deemed that the engine was illegal and a ban or fine may be issued by the committee.

If a new or replacement engine is fitted during the season this must be declared at the next Tech inspection and a period of one meetings grace will be given to have the seals fitted the old unit then may be requested to be presented to one of the engine builders or Tech inspector for inspection any costs of the strip and rebuild will be completely down to the driver/ owner of the engine as it will be deemed that the engine was worn out or needing a rebuild if the engine is not required for rebuild by the owner then the engine may be stripped by the Mascar promoters for checking as per the rule book at no cost to either party and no responsibility will be held by Mascar promotions or any representative for the rebuild of the engine. Any engine that is carried as a spare / back up unit is also subject to sealing and must be nominated as a spare unit to the promoter and can also be subject to any protest procedure.

Any Baby grand purchased from the USA and imported by the promoter will have the engine sealed prior to sale, the promoter is in no way responsible for any illegal parts fitted within the engine nor is the purchaser until the engine has being stripped and rebuilt by the owner for the first time but the engine will be subject to the above procedure prior to the first rebuild and their after.

Any parts that found to be illegal with in the engine will be removed by the promoter and disposed of accordingly at no cost to the promoter or officials or engine builders.

20.0 GENERAL ENGINE REQUIREMENTS

20.1 The only approved engines that can be used in Baby Grand Stockcars are the Yamaha FJ1200, XJR1200 or XJR1300 with or without the replacement water cooled cylinders offered by Baby Grand's. There are a few changes allowed to a stock engine, which will make maintenance easier and provide longevity to your engine. No changes are allowed unless specified in the following rules.

20.2 Engine specifications for the FJ1200, XJR1200, or XJR1300 engines are as follows; Stock Yamaha, Ross, or Wiseco pistons are the only brands allowed. Machine cutting of the dome to achieve correct compression is the only allowed change to the Wiseco or Ross piston. Gas porting of the pistons is allowed. Any brand of rings may be used. Only stock Yamaha rods with no modifications can be used. The stock Yamaha rods for a 1200 or 1300 may be used for either engine application. Aftermarket rod bolts may be used. Cylinders can be decked. Changing crank stroke is not allowed. Dry film lubricants or powder coat finishes can not be applied to internal engine parts. Lightening of the crankshaft is prohibited. Damaged journals may be repaired and reground, but lightening of crank throws is not allowed. A 1200 engine may be converted to a 1300 (1250 cc max.) engine by the following methods;

A. Changing cylinders.-or-

B. Changing sleeves to the maximum 79mm or 3.114" bore.

XJR1300: The Yamaha XJR1300 engine can not exceed 1250 cc. Cylinder bore cannot exceed 79 mm or 3.114".

20.3 The cranking compression of any of the four cylinders cannot exceed 185 P.S.I., hot or cold, after not more than 10 cranking revolutions. The compression ratio may not exceed 10.2:1 under any circumstances, including but not limited to, carbon build-up. A minimum of 296.97cc per cylinder must be maintained. Procedure for calculation of cc's per cylinder are as follows: bore x bore x.7854 x 2.51 x 16.387 = per cylinder cc.

20.4 No modifications are allowed to the heads, except for the following: Heads may be decked, but additional base gaskets may be needed to obtain correct compression. A 5-angle valve job is allowed. Valve seats and guides may be replaced as needed. Shortening of valve guides is prohibited. Cylinder port modifications are prohibited, including, but not limited to, porting and polishing. Combustion chambers may be matched and cc balanced in accordance with specifications in section 14.3. A relief cut may be added to the combustion chamber, which must not exceed bore size. This will allow for a damaged combustion chamber to be repaired.

20.5 Stock Yamaha valves meeting stock Yamaha shape and size must be used. Heavier valve springs are allowed, but original Yamaha valve spring retainers and clips must be used. Valve spring shimming is allowed. Titanium parts are prohibited. Valves must meet the following specifications:

HEAD DIAMETER:

Intake 1.138" MIN./1.146" MAX.

Exhaust 0.980" MIN./0.988" MAX.

STEM OUTSIDE DIAMETER:

Intake 0.2156" MIN./0.2161" MAX.

Exhaust 0.2150" MIN./0.2155" MAX.

14.6 Stock Yamaha camshafts or steel billet camshafts meeting stock Yamaha specifications may be used. The cams can not be altered from stock specifications, including but not limited to, alterations to cam profile, lift, or duration.

CAMSHAFT SPECIFICATIONS:

1. LOBE HEIGHT:

Intake: 1.411" MIN. / 1.419" MAX.

Exhaust: 1.411" MIN. / 1.419" MAX.

2. LOBE WIDTH:

Intake: 1.106" MIN. / 1.116" MAX.

Exhaust: 1.106" MIN. / 1.116" MAX.

3. INTAKE CAM PROFILE:

MAX. LIFT 315 +/- .002"

MAX. DURATION 233 +/- 1 DEGREE

4. EXHAUST CAM PROFILE:

MAX. LIFT 313 +/- .002"

MAX. DURATION 232 +/- 1 DEGREE

Camshaft sprockets may be slotted for degreeing, or aftermarket cam gears may be used. Plastic cam chain tensioner may be replaced with metal. The head may be drilled for the addition of cam oiling kits.

20.6 All cars must use the current Schoenfeld headers and Schoenfeld collectors as issued from Baby Grand Manufacturing, Inc. No aftermarket parts are allowed. No modifications are allowed, other than the following; mounting tabs may be installed to secure collector to header tubes. Necessary changes for installation of monitoring equipment sensors as listed in section 34.1 are allowed. Headers may be wrapped or ceramic coated. Header flanges may be repaired and re welded as needed. Earlier style headers that ran over the top of the engine and their collectors are now illegal.

20.7 All cars must have mufflers installed which reduce noise as issued by the promoter. Mufflers must be used to comply with local noise level guidelines. An opening may be cut in the right side of the body for an exhaust exit. The opening can not exceed 3" tall and 8" long for a rectangular opening or 4" in diameter for a round opening. Exhaust may also exit at the rear of car, under the body, not extending further than rear bumper. The tail pipe can not extend beyond body.

20.8 For water cooled engines – all major components of the system provided by Baby Grand's including the water pump, radiator, and cylinders must remain stock unaltered. No aftermarket parts or modifications to the system will be allowed.

21.0 CARBURETORS

21.1 Only stock Mikuni carburetors, as issued on the standard engines, are allowed. It is illegal to bore carburetors or modify any internal part in any manner. No polishing or grinding is allowed. No ducting or baffling can be installed to improve air intake to carburetors. Allowed modifications are: Jetting kits with any jets, except jetting systems that can be manually adjusted without removing jets. Float bowls may be changed to accept a jet change bowl nut; Air cleaners may be changed to preference. The intake manifold can not be modified in any manner.

22.0 ENGINE ELECTRONICS

22.1 Each car may use the stock Yamaha or Dyna coils and any aftermarket plug wires. A factory stock Yamaha Igniters, Dyna 2000, or a Vance and Hines model #20500 with adjustable rev limiter is allowed. Relocation of igniters is permitted. Backup igniters are allowed. Aftermarket pickup coils and pointer coils are allowed. Modifications to the igniters are prohibited.

23.0 ALTERNATOR

23.1 Alternator must be fully operational and transferring current to battery at all times. Switches or other devices intended to disrupt or reduce the flow of electricity to the battery are illegal. If alternator is not fully operational at post race tech inspection, regardless of illegal devices, damage, dysfunction, or disrepair, the car will be disqualified.

24.0 STARTER

24.1 The starter must be fully operational at the time a Driver enters an Event. If the starter is damaged during an Event, the car may continue, but must be repaired before the next Event.

25.0 CLUTCH

25.1 An aftermarket clutch or pressure plate may be used. An additional pressure plate may be used. Kevlar clutch plates are allowed. Clutch must be operational when entering an Event.

26.0 BATTERY

26.1 The battery or batteries must be located outside the Driver's compartment and mounted as required in section 13.1. It may be moved from the left to the right side of the car in the area behind the driver, or placed in the tunnel area in the right side of car. If the battery is located in the tunnel, it must be mounted behind the point of contact with nerve bar and main chassis rail. One battery must be installed in the car and fully connected to electrical system while racing. A maximum of two batteries are allowed in the car. Gel cell batteries are allowed. Remote quick-charge terminals are allowed. Only 12 volt batteries are allowed; 16 volt batteries are prohibited.

27.0 OIL COOLERS & DUCTING

27.1 Different styles or brands of oil coolers may be used. The oil coolers and their ducts may be relocated or modified, but must be confined to the engine compartment or the tunnel area on right side of the car. Remote oil filters may be used. Fans may be added for additional engine cooling. A deep well oil pan and pickup extension may be used. All cars must be equipped with vented oil catch bottle, which is connected to the breather tube of the surge tank.

27.2 All breather lines must run above the engine to the back of the car into a tank – not an open catch can. An oilcan with the top cut off is unacceptable. If a car is using the new vented loop system from Baby Grand's, no line to the rear is required.

27.3 No dry sump oil systems allowed.

28.0 FUEL CELL

28.1 Only a fuel cell designed for racing may be used. A fuel cell that does not have a bladder must contain foam. The fuel cell must have a rollover valve with a drain hose. The fuel cell may be moved from left to right, within the rear stubs. Fuel cell capacity must be 5 gallons.

29.0 FUEL

29.1 Unleaded gasoline available at service stations only. No racing fuel, aviation fuel or additives of any type are allowed. The club reserves the right to use a pump around system. Any competitor who does not allow fuel to be pumped will be disqualified. Fuel may be tested by officials using a Digatron fuel testing meter.

29.2 The Mascar racing ltd recommends that racers purchase fuel for each event at a local service station near that event to minimize the chance of having fuel that does not match samples taken by club for reference.

29.3 Oxygenated fuel is illegal and not to be used at any time.

29.4 Oil is to be used to lubricate the engine only – not for combustion. Any brand of oil is allowed, provided it does not contain any prohibited additives. Prohibited additives designed to increase power includes but is not limited to nitro methane, polypropylene oxide, etc. These can be dangerous and will bring a stiff penalty and/or suspension from the club. The only allowed additives are those designed to reduce friction such as Prolong or Militia?

29.5 FUEL COOLING DEVICES

29.6 Devices intended to cool the fuel are not allowed. Wrapping or insulating the fuel cell is not allowed, but a protective covering may be placed around the fuel line.

30.0 DRIVESHAFT

30.1 Driveshaft's must be painted brightly. Steel drive shafts and universals that meet the original manufacturer's specs are required. Driveshaft safety hoop must remain in place.

31.0 REARENDS

31.1 Only a winter's Mini-Stock Quick-Change rear end can be used. Any ring and pinion ratio offered by Winter's Mfg. may be used. Any spur gear set as listed on the BABY GRAND MFG. parts list may be used. Limited Slips, Detroit Lockers, or aftermarket differentials are prohibited. All rear end components must meet the specifications of the original equipment. Pan hard bar, axle bracket, top link, and trailing arms must remain in stock form, in stock location, other than normal adjustments for chassis set-up. Aluminium tubes may be adjusted to any of the mounting holes provided by the Manufacturer, and may be replaced with longer or shorter aluminium tubes to achieve proper set-up.

32.0 BRAKES

28.1 The car must have four disc brakes that are operational at all times. Brake lines can not be plugged or disabled. Rotors and callipers must remain stock as issued from the Manufacturer. Rotors can not be drilled or grooved. Any type of brake pad may be used. Ducting may be installed to cool brakes.

33.0 WHEEL SPECIFICATIONS

BRAND: Bassett Racing Wheel or Aero Race Wheel (purchased through Mascar Racing Ltd Only)

SIZE: 13" X 7"

MATERIAL: Steel only

DESIGN: D hole or new spun style approved

PATTERN: 4 Bolts on 4 ¼" spacing

BACKSET: 3" for AERO, 3" OR 3 ½" for Bassett only

SPACERS: Wheel spacers are allowed to achieve proper track width. Maximum track width may not be exceeded according to section 30.2 and 30.3.

COLOR: Wheels come from the factory powder coated black, but wheels may be repainted any colour. All four wheels must be the same colour when the car enters the Event. If a Driver needs to change a damaged wheel, mismatched colours is allowed after the Event has begun. Chrome wheels are not permitted.

Relief valves or bleeder valves are allowed. Tech inspectors may disqualify any damaged wheel that could create a safety hazard.

34.0 TIRE SPECIFICATIONS

34.1 BRAND: Controlled Only Hoosier BG2006 Slick and the Wet Hoosier D/s

34.2 SIZE: 21x7x13 and 22x7x13 wet

34.3 Numbers controlled, Replacement Controlled, only tyres purchased through the promoter may be used including WET tyres.

Softening agents are not allowed to be used on tires at any time. The car must start the Race on the same tires that were used for Qualifying. If damage occurs during or after Qualifying, tires may be changed within the event.

34.4 Tyres General

No other tyres may be used in any event other than the controlled Type as list above and Below, All tyres will be purchased through the Mascar Racing control measures as follows,

All competitors will only be allowed to use the Hoosier BG2006 slick tyre or the Hoosier D/S wet tyre as from the first meeting of the race season of 2009 only tyres purchased through the promoter may be used all other tyres will be deemed illegal and you will not be able to compete in any Mascar sanctioned or organised event.

New Tyre control each car will be allocated the option to purchase 4 x new slick tyres and 4 x new wet tyres (wets may not be exchanged for slicks or slicks for wets) for existing series drivers this will be set at the beginning of each season...For all other new comers joining during the race season will have the option to purchase one lot of 4 slick tyres and 4 wet tyres within the first 3 months of joining the series, after this you will also then only qualify for 1 replacement tyre every 4 meetings as per the rest of the series. All drivers after the allocated first meeting you will only be allowed to purchase one new slick tyre per every 4 meetings attended and signed on at or if you have not taken your Wet tyre allocation 4 wets tyres, once the wet tyre allocation is taken it then qualifies under the 1 tyre per 4 meeting rule, IE 4 meetings = 1 new tyre Or you may bank this one and take two new tyres at 8 meetings attended or bank and take 3 at 12 meetings or bank and take 4 at 16 meetings, or bank all the previous and take 5 at 20 meetings. No Banking carries over to the following season and all entitlement must be taken on the 20th meeting or it is lost. (All meetings you and your car would have had to at minimum being Tech inspection to count) A meeting is a points scoring event. Any competitor that requires a tyre due to damage or a puncture may upon agreement of the promoter take a tyre early i.e. after 2 meetings on a payback system so no entitlement at 4 meetings so if 2 or more are needed then you lose your entitlement on the 8th or so on, all tyres that are being exchanged on this basis must be handed to the promoter for disposal anyone who exceeds the entitlement after the original 4 tyres plus the 5 new replacement tyres throughout the season or who does not complete the amount of payback meetings will automatically lose the following years entitlement of the amount owed IE 9 tyres taken in 2009 including the 4 new at the beginning and only 18 meetings completed you will only have an entitlement of 3 tyres for the beginning 2010. After the allocated number of 5 new replacement tyres within one season any one requiring more due to damage or punctures only will also automatically have to start any heat or final at the rear of the grid until the end of that season at all meetings but still scoring championship points of your finishing position but will carry over the loss of tyre replacement entitlement for the following year.

The banking four meeting system will start at the beginning of every year starting from 2009 if you exceed your previous years entitlement you will only be allocated your number of tyres minus the extra taken from the previous year,

Any driver who completes all meetings and scores points in these will receive an extra entitlement of 1 x new tyre for the following season from 2010. So 5 slicks and 4 wets can be taken at the beginning of the season this may not be carried over after the start of that season i.e. the first meeting. As per Rain Policy All cars are permitted to use the controlled wet tyres (Hoosier Dirt Stocker as supplied by Promoter)

The car must be on either wet tyres at all four corners or the BG2006 Slick tyres at all four corners during racing.

There will be no mixing of wet and dry tyres allowed,

34.5 Rain Policy – All cars are permitted to use the controlled wet tyres (Hoosier Dirt Stocker as supplied by Promoter) The car must be on either wet tyres at all four corners or the BG2006 Slick tyres at all four corners during racing. There will be no mixing of wet and dry tyres allowed,

35.0 WHEELBASE, TRACK, RIDE HEIGHT

35.1 Wheelbase, on either side of the car, must be within 76" to 76 ½".

35.2 Front and rear track may not exceed 56" measured from outside edge to outside edge of tires.

35.3 Maximum track offset measured from frame to wheels may not exceed ½" front or rear.

35.4 No part of the car between the wheels may be lower than 2 ½ inches. This includes all nuts, bolts, Welds, weight attaching hardware, exhaust, floorboard, – nothing lower than 2 ½ inches between the wheels. Ride height of the car will be checked with the driver in car as raced.

36.0 SHOCKS & SPRINGS

36.1 Only small bodied, coil-over shock units are allowed. Different brands of coil springs may be used, but only small bodied, 10 inch long, 1 7/8 inch inside diameter springs are allowed. The original shock absorbers may be replaced with approved brands. Avco or Pro Tech as provided by the promoter adjustable single valve. air filler valves, and shafts that can be rotated while on the car, are considered illegal. If a shock absorber has a rotating collar for adjustment purposes, that can be adjusted only when taken off the car, it is legal. Spring rubbers or spacers of any material are allowed.

37.0 CONTROL ARMS

37.1 The upper control arms and The lower control arm must remain the stock unit as issued from the Manufacturer. Different brands of ball joints may be used but must meet the original specifications of the ball joints used by the Manufacturer.

38.0 WEIGHT TRANSFER DEVICES

38.1 Devices designed to transfer weight of the car or change handling characteristics while racing are illegal, except for front sway bar.

This includes, but not limited to, electrical, air, mechanical, or hydraulic devices other than shock absorbers and coil-over springs. The only device allowed in the driver's compartment for changing handling characteristics is the remote brake bias adjustment.

39.0 DATA COLLECTION

39.1 Onboard computers or their wiring harnesses are not allowed in the car, other than the following. Engine data collection devices, including but not limited to; tachometers and RPM recording devices, oil gauges, head temperature gauge, exhaust gas temperature gauge, and air/fuel ratio gauge. Timing devices are allowed.

40.0 SWAY BARS

40.1 Only the Manufacturer's front sway bar assemblies, with no modifications can be used. All parts including bars, mounting blocks, arms, etc. must remain as originally sold by Baby Grand's. Rear stabilizer bars are not allowed. For old style sway bars only, the left connector tube between sway bar and lower control arm may be replaced with a section of chain at oval track Events only. All new sway bar systems must use both solid turnbuckles as provided in the kit from Baby Grand's. There are 3 bars available for the new system from Baby Grand's and they are all stamped "BG" and also stamped with their minimum diameter of .600, .700, or .875.

41.0 Blank.....

42.0 POST RACE TECH AND SCALES

42.1 The three Top finishers in both qualifying and feature races must go directly to the scales or tech area immediately after coming off the track as if directed by the officials.

42.2 The driver **must** remain in the car until the official gives permission to get out.

42.3 Trunk and hood must remain closed until such time as a tech official opens one or the other. The driver and car must remain in tech area until given permission to leave by the official in charge. Drivers failing to follow this procedure are subject to disqualification.

42.4 Each car in post-race tech will be allowed one driver and one crew member **ONLY**. If your car isn't in post-race tech, you shouldn't be either. **Racers who ignore this rule will be fined at the discretion of the Tech inspectors and the Tech Director and committee.**

42.5 At ALL times, only tech or committee members will be allowed in the tech area. Anyone who plans to be in tech at any time must be a driver member or associate member of the club.

42.6 Post race Mascar tech inspections will be performed using procedures listed below. The club will furnish Electrical power, and an air compressor for General lighting and cleaning needs. Blowers and or cooling devices must be supplied by the race team.

1. The rear spoiler angle may be checked.

2. Ride Height may be checked per rule 30.4

3. The body may be removed at this time.

4. The engine may be started and the alternator checked to make sure it is working properly. As per section ALTERNATOR

5. The top of the engine may be cleaned at this time, and the spark plugs are to be removed, no air may be blown into the chamber to cool the cylinders.

6. Compression test may be performed on all cylinders. Compression must be within the limits stated in engine section

7. The Whistler Check may be performed for bore size, CC's. All must be within limits stated in engine section

8. The Carbs may be removed and inspected and must meet the requirements in carbs section

9. The Valve cover may be removed, and a cam check performed. Cam profile must be as per engine section

10. A Scope may be inserted through the channel which the timing chain travels, and through the oil fill hole. Inspection of visible parts in the lower half as per engine section

11. Fuel may be checked as per rule book fuel

12. Drive Shaft, the drive shaft may be checked as per rule book

13. Rear ends, the rear end may be checked as per rule book

14. Wheels,

15. Tires

16. Wheelbase and Track as per rule book

17. Officials may choose to perform any or all of the above checks and are not limited to teching the above list. All cars are expected to meet all rules in the rulebook at all times.

42.7 officials are not required to reach a conclusion regarding the legality of cars or parts at the racetrack, and may gather additional information in the days following an event before issuing a Final decision.

43.0 PROTEST GUIDELINES

43.1 The decisions of The Officials are final and non-protest able.

43.2 Protestor must have finished on lead lap of the race.

43.3 Protest has to be written

43.4 There will be a £500.00 protest fee for engine teardown only. If a protested engine is found to be legal, the competitor that was protested against will keep his/her winnings and points For that event, and also receive £300.00 of the protest money for the cost of rebuild and for removing the engine. The promoter will retain £200.00 for inspecting the engine. All other protests will incur a £50.00 fee with £25.00 going to the prevailing party, and £25.00 retained by the promoter for the admin.

43.5 Engine tear down will be limited to the following people only: One authorized mechanic one member from car in question Tech inspectors Promoter

43.6 No protest on non-performance items.

43.7 Any driver/car owner who refuses protest is assumed illegal.

43.8 The protestor must remain on hand during the protest inspection or the inspection will end.

43.9 The Promoter reserves the right to tear down any engine, at any time, without a protest fee being filed if found illegal the engine parts will be disposed of by the promotion. The promotion reserves the right to impound any car or engine for a reasonable amount of time for further inspection. And also reserves the right to confiscate any part that is believed to be illegal at a Post Race Tech Inspection. This part or parts may be sent to an independent specialist for final inspection and determination of legality. If the part or parts are determined to be illegal by committee after this final inspection, the illegal parts will be destroyed by the promoter. No compensation will be given to the Car Owner or driver for the destroyed parts.

43.10 Officials are not required to reach a conclusion regarding the legality of cars or parts at the racetrack, and may gather additional information in the days following an event before issuing a final decision.

44.0 NO LITIGATION

44.1 By entering a Sanctioned Event, Members agree to accept the following terms: A decision of an Official is final and non-protest able and can not be litigated. If a Member violates this agreement, and proceeds with litigation against Mascar Drivers or its Official(s), that Member agrees to pay any and all costs, including reasonable attorney, solicitor fees, associated with the litigation incurred by The club or the Official(s). The rules and regulations set forth herein shall be construed pursuant to UK law.

45.0 Blank

50.0 The Mascar Promoter reserves the right to alter or change or withdraw or introduce any rules within this document at any time it is deemed required and insure that any competitors within the Mascar Series are given reasonable notice of change .

