



JASCAR RULEBOOK Junior All Stars Series Edition 8.1

Purpose and Vision

1. To set the example and lead the way in the area of JASCAR Motorsport safety.
2. To use the sport of JASCAR racing to teach positive values and attitudes to our Competitors and their families.
3. To provide a national rulebook maintaining uniformity among JASCAR nationwide
7. To lower the expense and complexity of JASCAR racing, making it easier for new racers to join the sport.

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Please ensure you read all sections as per your licence conditions

JASCAR European Division General rules of Racing

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 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 Directors.

CODE OF CONDUCT

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

The driver is responsible for his/her own actions and words. This extends to his/her pit crew, associated friends etc in all aspects. Throughout this section, the word "driver" shall mean the driver and anyone associated with that driver, friend or family at all JASCAR sanctioned events. The wording MASCAR includes the JASCAR series, drivers and official's, parts and associated decals in all circumstances.

The driver shall be the sole spokesperson for his/her team in any and all matters, and must deal with MASCAR Racing Directors 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 the promotion only.

1.1 Publication

Any Publication of any type concerning MASCAR Racing Ltd or its drivers and associates, Officials, sponsors, tracks and track promoters on the internet or any other media source, is subject to approval by MASCAR Racing Ltd Directors. Anyone who makes public, internal affairs concerning incidents or accidents, or general decisions on or off the track, including incriminating video footage of such incidents, official track video footage, in car footage, or makes remarks in a negative, insulting or threatening manor to anyone involved in MASCAR / JASCAR Racing, will be subject to this rule book. This will be treated as if it had been said face to face at a meeting or a breach of our rules, and will be dealt with accordingly, this also includes close friends and family, mechanics and your general associates as you are responsible for their conduct. It is the drivers' responsibility to explain our policies to their accomplices, anyone who brings the sport into disrepute in anyway, will receive an automatic suspension from the JASCAR series pending investigation, the case maybe passed over to the ORCi, possibly resulting in further action taken against you.

2: MEMBERSHIP AND LICENSING

2.1. Membership runs from the date of acceptance of your application, through to December 31st of the same year.

Driver affiliation fees will be set annually and informed to the drivers at the end of each year.

All Memberships must be renewed on an annual basis. The membership will be through the promoter of MASCAR Racing Ltd Only. Any driver from the previous seasons who fails to submit their licence forms and payment by the last day of February of the following race season, will be subject to an extra admin cost of £20.00 payable with your application after this date. This does not include new drivers joining the series for the first time after the cut-off date.

2.2. MASCAR Racing Ltd may allow any individual interested in JASCAR Racing to join as a member, as long as that individual has fully completed and truthfully filled out a membership application form, and agreed to abide by the Rules and code of conduct, read and understood the current rule book, and paid the determined fee(s) due for affiliation. MASCAR Racing Ltd, ORCi and track promoters reserve the right to reject any application that is deemed unacceptable, and terminate any membership that has failed to comply with the rules, guidelines, or code of conduct. MASCAR Racing Ltd reserves the right to refuse any application for a licence. MASCAR Racing also reserves the right to suspend or revoke a licence at any time, if it has been deemed that the member has violated or attempted to violate the rules, or has gone against the code of conduct.

All drivers in all events must be members, and have in his or her possession a valid approved competition licence. The member must be at least 8 years of age, and meet all racing experience guidelines and submit to a drivers' test if requested by the promotion.

All competition licences applicants must submit a minor release form signed by all parents/guardians, a birth certificate will be required along with the licence application form. A copy birth certificate will be accepted. And they must be accompanied by an adult at all times while in attendance at a meeting.

2.3. Drivers under 16 years of age are eligible to race in the JASCAR series if they have had racing experience at a level acceptable to the promotion, and are cleared to race by the local track, and are covered by local track insurance.

- 2.4. MASCAR Racing Ltd has 3 types of membership: An Honorary member, a Full Licence member and a Day Licence member.
Day licence Member: The charge will be **£50.00** for the day this includes the track fee for a day licence, **but not the entrance gate fee.** Any driver who wants to race in an event for a single day **MUST** fill out the complete membership application form for the day they intend to compete at. The driver will receive points for that day, and will be included in any published results. Only **4** Day licences may be purchased per individual during a single season. A full licence may be purchased by a hire driver at any time. The end of year and the 'all comers' race will be exempt from any MASCAR Fees, unless track fees apply.
Any day licence holder must either have completed a test day, pre-meeting practice or had previous relevant experience in a race car before entering a full race situation.
- 2.5. **Extra entrance fees** may be required by track promoters, drivers will be notified as early as possible if this is the case. We have no current control over entrance fees and will endeavour to negotiate these whenever possible.
- 2.6. **Refund Policy** – Membership and entrance fees are non-refundable.

3: ENTRY AND SIGN IN

- 3.1. Booking in for meetings
- 3.2. **All drivers are required** to book into meetings via the MASCAR Admin / Secretary, giving a minimum of 1 weeks' notice. Drivers may book in through the Internet, E-mail, Phone or Text, you may book into as many meetings as you want at the start of each season or during the season, **but you must inform the promotion if you are unable to attend within 7 Days of the meeting.** Failing to cancel will result in a penalty as per sections 15&16.
For continental meetings or specialist meetings, earlier notice of attendance will be required.
- 3.3. **Any driver that fails to turn up** for any meeting that is subsidised by the Promoter will be liable for the cost of his/her entry.
- 3.4. 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.
- 3.5. **Entry fee and pit passes** differ from track to track. Members must adhere to track policy and pay the relevant fees.
- 3.6. Only the driver must sign an entry form.
- 3.7. **All entrants must have signed** in at least 30 minutes before the scheduled starting time of the first official practice session. If late, they must report to the Tech officer who will scrutineer the car and the driver **will be** subject to sections 15&16 of the rule book.
- 3.8. **All Drivers must attend the Drivers' meeting.** All minor Drivers must also have their parent or guardian present at the drivers' meeting. Any driver who misses the drivers meeting for any reason will be subject to sections 15&16 of the rule book.

4: GENERAL JASCAR 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 recognised events including demo events. ALL PARTICIPANTS SUBJECT TO THE RULES ARE EXPECTED TO KNOW THE RULES AND ANY CLAIMED IGNORANCE OF THE RULES WILL NOT BE ACCEPTED AS AN EXCUSE.
- 4.2. **Anyone attempting to circumvent** the rules or judged to be going against the spirit and intent of these rules or the organisation is subject to disqualification or suspension. Only MASCAR Racing Directors/Officials may decide if a change, alteration or action is an attempt to circumvent the rules.
- 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 cannot do it! If this rulebook or the JASCAR parts list does not specify that something can be done or used on the car, then you must consider that the change or part or action is illegal. All parts fitted to the cars must have a JASCAR part number or have a security label fitted and is listed within this rule book / parts book. All parts except engine and engine components must be purchased through MASCAR Racing Ltd or authorised in writing by MASCAR Racing Ltd as an alternative. Any part or copy part not complying with the above ruling will be deemed illegal and confiscated for disposal and driver penalties will be applied as per sections 15&16. Any repairs to the chassis or body's must use authorised genuine parts, purchased through MASCAR Racing only. Any copy parts found on cars will result in refusal to race and licence suspended and a fine applied. If IN DOUBT, ASK! All decals are part of the MASCAR Copyright and anyone found to be using counterfeit decals will be told to remove them and will be made to purchase the original decals before the next event. Failing to do so will result in loss of all points, awards, and prizes.**
- 4.5. Cars are designed for closed road course or raceway use **only!** The car may **not** be modified for street use!
- 4.6. The decisions of any Officials and the MASCAR Directors at sanctioned or recognised events, including the interpretation and application of the rules and any scoring of positions shall be final and binding.

4.7. Only cars and parts authorised by MASCAR Racing Ltd and **purchased through MASCAR Racing Ltd with appropriate seal to the chassis and engine and components** are legal for use. Cars and parts originating from any other source are not legal for use in any MASCAR sanctioned events and will not be allowed to enter any events associated with MASCAR RACING LTD unless authorised written permission has been granted. Used cars sold by previous or current drivers are purchased at your own risk!

4.8. Crew members will only be permitted onto the track if the track Officials allow this.

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

5: ALCOHOL AND DRUG POLICY

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

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

Possession or use of illegal drugs or drug substances 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.

5.3. 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, SHALL BE SUBJECT TO AN INSTANT BAN FOR A MINIMUM OF 1 YEAR.

5.4. PRESCRIBED DRUGS: If a participant is using prescription drugs on the advice of a physician, such use must be reported to the Promotion prior to the participants' entry into any track activities. Failure to do so will subject the participant to penalties.

5.5. No alcohol or drugs are permitted to be consumed in the pit areas before or during the events. Random testing will take place. Refusal to take a test will result in immediate suspension pending an enquiry, followed by a possible ban from future events. Our series is designed to be family friendly and those caught in violation of this rule will be subject to sections 15 & 16.

6: NO LITIGATION

6.1. By entering a Sanctioned Event, Members agree to accept the following terms: A decision of an Official is final and cannot be litigated. If a Member violates this agreement, and proceeds with litigation against JASCAR Drivers or its' Official(s), that Member agrees to pay any and all costs, including reasonable solicitors' fees, associated with the litigation incurred by the promotion or the Official(s). The rules and regulations set forth herein shall be construed pursuant to UK law.

7: ACCIDENTS AND SAFETY

7.1. All sanctioned or recognised events are competitive racing events. The rules of JASCAR Racing (JASCAR is an incorporated series within the MASCAR Racing Ltd Business) have been established to provide for orderly conduct of the racing events and to establish minimum acceptable standards. 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 a strict minimum standard 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, at any time they are in the racing areas or on route to and from the said areas.

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 themselves and their race cars and equipment, their crew members, guests, and any other persons in their pit area.

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 automatically, and subject to Local Authority involvement.

7.5. Drivers must not get out of their race car whilst on the race track or infield area except in an emergency i.e. if your car is on fire or you have a fuel leak. You may get out only if requested to do so by an Official.

7.6. No one (except the driver) is allowed to ride in or on the race car at any time, unless authorised by an Official.

7.7 All drivers must use approved seat belts, a fire-resistant safety suit, and all safety accessories, such as gloves, race boots and helmet & neck brace 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 8.

7.8. All tow transport vehicles must carry a minimum of a 2kg fire extinguisher, dry power, which must be within easy reach of the driver and mechanics at all times, especially when refuelling.

8: CLOTHING AND RACE ACCESSORIES

8.1. All drivers must wear an approved fire-resistant driving suit any time the car is in operation at a short oval race meeting. A single layer fire suit of Proban or Nomex or an SFI rating 3.2a/3 is the minimum requirement for oval track racing, **a two-layer suit is highly recommended, and will be the minimum standard for 2019.** In all other events, such as long track racing, the minimum required standard will be a two-layer suit with a rating of 3-2a/5. **The use of fire retardant boots, gloves and balaclavas, neck brace is mandatory and are required at all times.** The use of fire retardant underwear and socks are highly recommended. All suits and underwear must be made of the following accepted materials: Nomex, Kynol, Fpt, Iws (wool), Fire wear TM, Durette, Fypro, Pbi, Kevlar or any suit carrying an SFI 3-2a/3 or higher certification patch.

8.2. A racing helmet is required at any time the car is in operation, your helmet must be secured correctly at all times.

Helmets 901.1.1 A helmet conforming to at least one of the approved standards **MUST** be worn. 901.1.2 Helmets **MUST** meet or exceed the **MINIMUM** standard as directed by BORSE. The current approved standards permitted for all drivers are: • FIA 8860-2004 • FIA 8860-2010 • FIA 8859-2015 • Snell SA2005 (This standard will be reviewed at the end of the 2017 season) • Snell SA2010 • Snell SAH2010 • Snell SA2015 • Snell EA2016 • SFI Foundation 31.1A • SFI Foundation 31.2A • SFI Foundation 31.1 • ECE R22.05 (in Fibreglass, Carbon or Tri-Composite form **ONLY**) The following approved standards are permitted for Junior drivers only (drivers aged 15 and under) in addition to those above: • Snell CMR 2007 • Snell CMS 2007 • Snell CMR 2016 • Snell CMS 2016 • SFI 24.1 901.1.3 The use of polycarbonate helmets is **NOT** permitted. 901.1.4 The helmet **MUST** fit the competitor correctly, according

8.3. Seatbelts must be securely fastened around the driver at any time the car is in operation. 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 2 inches wide.

C. Be dated by the manufacturer.

D. A quick-release seat lap belt is required which the driver can operate.

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 cannot be used.

G. No splits, tears, rips or cuts to any part of the belt.

H. Long track events may require the belts to be within a 5-year date range of manufacture.

8.4. All drivers must use arm restraints or window nets if they can place their hands outside of the windows and **neck collars are compulsory for all drivers. NOTE: HANS DEVICES ARE CURRENTLY UNDER REVIEW FOR ALL DRIVERS FOR 2019.**

8.5. 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 minimise the chance for injury to themselves or others. MASCAR Racing Ltd and its' Officials will not be responsible for the safety of a competitor's race car or equipment.

8.6. 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 Officials. Competitors should not proceed with race related activities if you believe some part of the safety is sub-standard.

8.7. 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 limited to the following; Safety personnel and equipment for preventing and responding to injury and ensuring that the facilities are safe and appropriate for the Event.

9: GENERAL POLICIES/PROCEDURES

9.1. Tech Decisions – At all events, Tech Inspectors will inspect the cars. All decisions regarding the legality of the cars and parts will be made by the Tech Inspector for the day and a report given to the promotion of any non-compliance.

9.2. Any car that has a defect notified to them at a meeting and logged in their log book then has a grace period i.e. 1 meeting to sort. If the car then turns up with the same defect at the next meeting, the driver may either be put to the rear of the grid for the whole meeting or excluded from the meeting if the defect is a safety issue, or in the case of body damage not up to an acceptable standard for the series.

9.3. 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'** is no defence to any incident. **NO RACECEIVER – NO RACE!**

9.4. Only Official MASCAR two-way radios may be used at any official meeting. If anyone is found to be using an unofficial two-way radio, the driver will be excluded from the event.

9.5. Rule Policy – All rules are managed by MASCAR Racing Ltd, which reviews all rules changes. All members are welcome to submit suggestions for rules changes at any time in writing. In general, rule change proposals will be considered after the end of each racing season by the promoter or during the season if required by the promoter / ORCi.

9.6. MASCAR general Pre-Tech Checklist example

9.7. Pre-Tech - Every car that intends to compete in official practice or a race must go through pre-tech safety inspection before being allowed onto the track. Drivers must present their car to the Tech Officer for inspection, and remain with their vehicle until the Tech Officer has signed the vehicle off. Tech Inspection will end 30 minutes before the official meeting begins. If the driver misses this dead line, he/she will be subject to sections 15&16 of the rule book. Passing pre-tech does not mean your car is 100% safe and legal. Pre-Tech is a basic observation check with recommendations and legalities or defects pointed out, and logged in your log book. You may be given a meetings grace if the defect is not of a safety issue. No liability will be taken for any injury sustained due to unforeseen failures.

9.8. Pre-Tech Checks – but not limited to

1. Serial numbers verify that car is MASCAR approved.
2. Engine compartment exam.
3. Body security / integrity / legality of panels including security tags.
4. Safety belts - check other safety equipment.
5. Oil / fuel leaks.
6. Seats.
7. Drivers safety equipment i.e. helmet, overalls, gloves, neck brace etc.
8. General car appearance.
9. Battery isolation / safety switches.
10. Engine / chassis number (Seals).
11. General safety items.
12. Tyres - Wheels legality.
13. Seating position legality, security.
14. Brake light.
15. Decals and livery.
16. Shocks and suspension components and legality of any fitted components to the car, including the origin of such parts.
17. Check all seals and security seals for legality, originality and conformity.
18. Any item the Tech Officer wishes to check.
19. Scaling and security of added weights.
20. New security tags fitted on specific parts.

10: POST RACE TECH AND SCALES

10.1. Any driver may be requested to go directly to the scales or to the tech area which will be The MASCAR Racing Truck immediately after coming off the track, if requested to do so by any of the Officials. The Officials may also carry out a walk around Tech Check at any time during a meeting.

10.2. The driver may be requested to get back in the car at any time during the Tech Check walk around.

10.3. ONLY the driver and 1 mechanic will be allowed in the post- race Tech Area. Racers who ignore this rule will be disciplined as per sections 15 &16.

10.4. At ALL times, only Tech or Official 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 and hold a valid licence.

10.5. Bonnet and boot lids must remain closed until such time as a tech official opens one or the other. The driver and car must remain in tech until given permission to leave by the official in charge. Drivers failing to follow this procedure are subject to disqualification as per sections 15 & 16.

Checks maybe carried out during a meeting around the pits the driver may be requested to sit in car at any time during these checks, the Seals may only be broken with permission of Jascar Racing promoter and with them in attendance, any seal broken without permission will be classed as an illegal engine and removed for strip down and subject to below engine checks at your cost for strip and assembly and any new parts fitted.

10.6. Post-race JASCAR Tech inspections will be performed using any of the procedures listed below. The promotion will supply electrical power, and an air compressor for general lighting and cleaning needs. Blowers and/or cooling devices must be supplied by the race team when requested. Officials may choose to carry out any or all of the below checks but are not limited to the below list. All cars are expected to meet all rules in the rulebook at all times.

Checks – may consist of the following but are not limited to -

1. The rear spoiler angle may be checked.
2. Legality of parts, panels, body, chassis and all parts relating to the car.
3. The body may be removed at this time.
4. The engine may be started to make sure it is working properly and no modifications are made,
5. A compression test or internal inspection may be performed on all cylinders. The top of the engine may be cleaned at this time, so as to remove the spark plugs. No air may be blown into the engine to cool the cylinders. Compression must be within the limits
7. The Carb may be removed and inspected and must meet the requirements
8. The Valve cover may be removed, and a cam check performed. Cam profile checked.
9. A Scope may be inserted through the oil fill hole. Inspection of visible parts in the lower half of the engine.
10. Fuel may be checked.
11. Drive train and gearing may be checked
12. Rear ends cradles may be checked
13. Wheels, Tyres, serial numbers, air, and the illegal use of softener will be checked
14. Wheelbase and Track, Ride height & other crucial measurements including mounting points and chassis alterations will be checked as per section
15. Shocks and springs and all suspension components will be checked for legality and originality and conformity, shocks may be removed and checked as per section
17. Check all seals and security seals for legality, originality and conformity.
18. Body will be checked for originality of panels, shape, dimensions, weight & silhouette as per section 19.
19. All fitted components will be checked for originality and legality.

10.7. POST RACE TECH AND ENGINES

Engines will be sealed from new and a cost of £20.00 per seal for any replacements required if broken.

10.8. General Engine Checks

1. Check for approved air filter
2. Check for air filter adapter
3. Air Leak check (WD-40 or starting fluid around carb and insulator with engine running and listen for increase or decrease in idle)
4. Check carb bore with no-go gauge or Vernier bore gauge
5. Check fuel (take sample from line at carb)
6. Flame test oil
7. Check engine seal

10.9. Carburetor and Intake system:

1. Air leak check as above #3.
2. Fuel tests as above #6.
3. Check carb bore for polishing or material removal.
4. Check throttles shaft and plate measurements.
5. Check for stock gaskets.
6. Check carb insulator block for material removal (no polishing, grinding or sizing, check for cracks).
7. If choke removed hole must be plugged.
8. Check engine & carb seal.
9. Test air filter by rolling in pan of water to see if water infiltrates uniformly around entire surface. Look for blockage.

10.10. Cylinder head and related parts

Seals are all intact and a head thickness of a minimum of 92mm is maintained

10.11. Ignition system:

1. Flywheel key must be in place cannot be offset.
2. Coil mounting holes cannot be slotted to enable adjustment of timing.
3. Check coil mounts for bending or plugged and rethreading.

10.12. Flywheel

1. Measure flywheel inner steel ring with hook gauge .335 +/- .005.
2. Check flywheel for lightening.
3. O.K. to balance flywheel with no intent to lighten.
4. Min. flywheel weight is 11 pounds 10 ounces.

10.13. Internal Engine checks –

1. Top of piston should appear to be a stock GX390 piston. Dish in top of piston .085 +/- .005. Stroke: 2.52-2.54
- Bore: 3.465-3.490 (may bore up to .30 over with clearance).
2. Profile cam must meet 2002 specifications.
3. Remove side cover and check to see if timing dots align.
4. Check wrist pin for stock Honda GX390 measurements: Inside - .552 Length – 2.438 Check rod for stock Honda GX390: No grinding, polishing, or sizing. Enlarging of oil hole and slotting allowed.
5. Rod inserts Approximate length 3.300
6. Check piston for stock Honda GX390:
7. Piston crown to bottom of skirt: 2.620
8. Dish in top of piston: .085 +/- .005
9. Compression height (top of wrist pin to top of piston): .710
10. Check for lightening, No coatings
11. No tech on piston rings except for thickness and width
12. Check crankshaft for stock Honda GX390: No grinding, No balancing
13. Crank journal may be reground to -.010 Journal sizes: 1.416 standard Journal size for -.010: 1.406
14. Weld and regrind for rod inserts are legal
15. Check camshaft for stock Honda GX390: Easy spin in working order No Lightening May be welded and reground

16. Check for stock Honda GX390: NO lightening or balancing and head thickness of a minimum of 92mm

10.14. 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.

11: COMPETITION AND RACE PROCEDURE

11.1. All starts and restarts are to be determined by the Race Director or Track Official.

11.2. All cars will line up in the designated staging area prior to their respective heats in grid order. Failing to get into your grid position after 3 calls will result in you being placed at the rear of the main field. If a car is not able to start the race once gridded on track for whatever reason and is removed to the infield, all cars in the same row will move forward. If a driver withdraws from the race in the staging area, grids will be reformed if time permits.

11.3. Driver changes may not be made during the course of any race meeting; this includes a 2 Day meeting at the same venue.

11.4. On the initial start, all cars must remain in double file, nose to tail formation. No passing is allowed until the command of 'GO' is given, or in the case of radio failure the green flag is shown.

11.5. Any driver passing/overtaking another car whilst under the waved yellow flag and not immediately letting the passed/overtaken car back in front, may be black flagged or docked as per sections **15&16**.

11.6. Any driver passing three waved yellow flags at more than a walking pace speed will be black flagged with a DSQ given.

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

11.8. All starts and restarts will be at a consistent medium speed. The Pole car must maintain a consistent speed and a minimum of 8 car lengths from any pace car, until the command of 'GO' is given or the display of the green flag. The Pole car is completely responsible for the pace setting and if the Officials determine that the Pole car is not maintaining a consistent speed or accelerates before the command for 'GO' or the display of the green flag, or is seen to be 'brake checking', that driver will be sent to the rear of the main field with a complete restart.

11.9. Double file grids will be used for all starts and restarts - the leading car on a re-start **ONLY** may choose to start on the inside lane by going to the inside track edge or outside lane by going to the wall. All subsequent drivers line up as forming up for a start grid i.e. 3rd place car upon stoppage would line up behind the Pole car and so on and so on.

11.10. If the caution or red flags are displayed before the completion of lap 1 or at the Race Director's discretion, 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. If a car is deemed the cause of a stoppage or accident they will be sent to the rear of the grid for the restart.

11.11. 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 completed scored green flag lap. 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 then use the Raceceiver system to move the lapped cars to the rear of the field if time permits and also give the instruction to form the double file restart.

11.12. If a caution is displayed after the leader takes the white flag or last lap indication, the final finishing order will be as the cars come across the finish line on the previous lap.

11.13. Any car involved and deemed the cause of three yellow flags, for any reason, will be penalised as per sections **15&16**.

11.14. All cars involved in an accident where blame cannot be apportioned, will restart behind all cars not involved, regardless of the number of laps completed, providing the track allows. Track Officials have the right to deviate from this policy, if they determine an incident was caused intentionally. They may put cars back in their rightful position and back on the lead lap.

11.15. Cars that spin out on the track must attempt to re-join the race when safe to do so and resume race speed as soon as possible. The driver must refrain from slowing or impeding the current competition. If anyone is deemed to be deliberately stopping the race or pulling out on cars at race speed, hindering them or slowing the race, they will be disqualified from the race.

11.16. The race will be officially completed when the field of cars has completed the specified race distance/time or with the starter's display of the chequered flag. You must keep at race speed until red flags are brought out.

11.17. The standard race distance on short track ovals, subject to track approval, will be set at a minimum of 10 lap heats and a minimum of a 12 Lap final or as informed at the drivers meeting. again, subject to track approval. On a standard oval you will have two warm up laps followed by a rolling start lap for the first race of every meeting. This may be extended to two warm up laps for every heat if time allows.

11.18. 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 minimise the standards for safety.

11.19. At all events, the race will be managed by the Race Director & Chief Track Marshal, with advice from the Promotion according to the policies listed within this rule book. Any changes to these policies for a particular event will be discussed at the drivers meeting.

11.20. Race Lines. All drivers must imagine that the track has two / three lanes. You may be requested to choose a line by the Race Director. Upon these instructions, at the next corner you enter you must choose either the inside lane or outside lane, and exit that corner on this lane. Any crossing of lanes will be classed as blocking. You must hold this line to which you have chosen until the challenge is passed i.e. challenging car drops off you or passes you on the inside/outside. The outside car may come down slightly in the corner but must leave at least a cars width for the inside car. The inside car on exiting the corner may come up but must leave at least a car and ½ width to the outside of the track. In a three-car situation, all cars must hold a tight lane, no coming up or down in either corners or straights. Anyone deemed to be not holding a line will be docked a minimum of two places and points may be issued on your licence. If it is continuous throughout the meeting then you will be black flagged for unsporting conduct. Anyone penalised for the above offence will also start half lap down for the next heat they enter.

11.21. Challenging cars. If an inside car's front end is level with your rear quarter panel, this will be classed as his/her corner and you must give room to that driver. If you then turn in on that driver, you will be classed as not holding your race line. The same applies to a car passing you on the outside. If you are the inside car, then you must allow that driver room exiting the corner i.e. not running them into the wall.

11.22. Blocking. You will be allowed one move on a challenging car. More than one move will be classed as blocking. Anyone holding the middle of the track will also be classed as blocking. Only ONE warning will be given and then you will automatically be penalised as per sections 15&16.

11.23. Outside assistance will be determined at the Race Director's discretion. This is classed as a Marshal or track vehicle assisting you and the race brought under caution for you being in a dangerous position. Every effort will be made to allow you to re-join, but this may be over ruled by the track or Clerk of the course.

11.24. Other assistance from fellow competitors only at their discretion may be allowed under the following conditions: push starting by another competing car may be given under a caution on the initial grid formation or restart grid. You will be given a single attempt to restart a car. After this, if it fails to restart, you will be required to retire to the infield. If you do restart, in all circumstances you will have to restart that race from the rear of the grid. No assistance will be allowed during green flag racing from any vehicle. If you are seen assisting another car during green flag racing, you will be penalised as per sections 15&16.

11.25. Grids. If a driver chooses to start at the rear of the grid for **any** heat, he/she must remain at the rear of the grid for the remainder of the meeting.

12: FLAG RULES

12.1. Competitors will be given information from the Officials during events via Radio/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 until instructed to form up for a double file restart.

Note: A waved yellow flag is a full-course caution on all oval tracks but may pertain only to a corner / flag station on a road type course or circuits. 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 infield immediately. Failure to obey a black flag will result in your car not being scored for that meeting, and you may be asked to load up for the remainder of the meeting.

Blue and Instructions via Raceceiver: Choose a line/Hold your line. You are either being lapped or blocking faster cars. Failing to obey more than 2 blue flags consecutively will be followed by a docking of places or Black flag DSQ.

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

Chequered followed by Red: The race is officially completed.

Green White Chequered: Only one go at this will take place. If for any reason the race is Red Flagged within this period, the result will be referred back to the previous lap, with the result taken from this.

Some of the above flags carry penalties as per section 15 & 16.

13: TIMING AND SCORING

13.1. Timing and scoring of all cars will be handled by Track Officials.

13.2. The finishing order as determined by the Track Officials will be the official result, normally through the AMB style 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 last car to finish, if no manual results are available.

13.3. All cars must be fitted with an AMB transponder which shall be fitted on the left-hand side of the rear left down tube when viewed from the rear of the car. Only one transponder may be mounted per car, and all transponders must be operational.

14: POINTS

14.1. All events will use the point system as below.

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

1st	100	11th	58	21st	43
2nd	93	12th	56	22nd	42
3rd	87	13th	54	23rd	41
4th	82	14th	52	24th	40
5th	78	15th	50	25th	39
6th	74	16th	48	26th	38
7th	70	17th	47	27th	37
8th	67	18th	46	28th	36
9th	64	19th	45	29th	36
10th	61	20th	44	30th	36

These will be reviewed if and when we reach a 30 Car grid.

DNF = Score **35** points per heat not finished.

DNS = Turn up with car unable to get out to race score **25** points per Heat missed.

DSQ = **ZERO** points Scored.

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

The driver with the most wins or top finishing positions i.e. 2nd and 3rds and 4ths will lead the Championship.

14.3. Grids will start as follows: First Heat will be a reverse of the last three meeting average points 'highest average to the rear'.

Second Heat will be a reverse of the first heat finishing order. The Third Heat grid will be total points for that meeting added up and reversed, highest to the rear, with the exception of penalties given at that meeting or previous meetings.

Point System Adjustments – IF the meeting is a Championship final where qualifying has taken place, the top points driver will start on the front row. Any penalties will be taken at the next normal reverse grid meeting.

14.4. Championship races and the type of race will be informed to drivers at the drivers briefing on the day, or via website with number of laps determined on number of cars present for that meeting.

14.5. Any 'top points to pole races'. All competitors in attendance will score 100 points for that race only, and in the case of the British Championship and UK Open Race, drivers will score 300 points for the meeting. You must take the grid to score these points.

14.6. First year rookies will be gridded up at the rear of the grid for their first 9 HEATS of the season. Returning drivers without a previous years' average will be gridded up at the rear of the grid for the first heat only for their first 3 meetings, until they have achieved a 3 Meeting average.

14.7. Points are non-transferable from one driver to another unless the original competing driver reaches 16 years of age in the second half of the season, then a second driver of non-experience may fully licence under that number and continue the season. All points, penalties and bans and any other rulings within this rule book will apply to both drivers during this period. A driver may only be registered to one race number during a single season.

NOTE: Hire cars are an exception to this rule and the Drivers name will be placed in notes column on points chart unless racing a full season.

14.8. Three meetings of each season will be scored as double points meetings. These will be notified on the website by the letters D/P (Double Points).

14.9. When points are given for attendance, any driver who receives a DSQ will lose these points for that meeting.

14.10. Cancelled meetings: All drivers booked in in advance will score 300 points. Cancelled heats: All drivers will score 100 points for each heat.

14.11. You must be in good standing with MASCAR Racing Ltd in order to receive any points or fund money or awards. All suspensions must be fully served to be considered in good standing with MASCAR Racing Ltd. The promotion reserves the right to withhold or revoke any prize fund money, and/or awards to any participant with outstanding debt to MASCAR Racing Ltd.

14.12. If a driver is disqualified from the race, the remaining field (position & points) shall move up accordingly.

14.13. If a driver picks up a trophy at a meeting, including our main championship titles, he/she must retain the trophy until after post-race tech. If found illegal after the event, and docked or excluded, his/her points will be removed from the race and the trophy must be handed down accordingly to the next qualifying driver/s.

14.14. Results will be posted on the website within 5 days of the event, subject to internet connection and protests.

14.15. Only races posted on the website can count for points.

14.16. All drivers may have their lowest scored round removed from their championship points, (21 out of 22 meetings count for points as an example). Any driver attending 100% of rounds of the championship up to and including the penultimate round of each year may choose which points round they require to be removed, this must be informed to the promotion by midnight of the penultimate race date or we will automatically remove your lowest score for the season also. Score means the total of one single day of a meeting. This will be subject to the race fixtures set at the beginning of the season and will be informed to all drivers via the race dates championship points charts and it maybe decided that all rounds will count due to promoters and venues demands.

14.17. Any demo meetings will be offered to drivers by MASCAR Racing Ltd by invitation ONLY. Grids and other rules may be implemented i.e. pre-determined race results, odd grids and other restrictions may apply. No Championship points will be given for these meetings.

14.18. Champions – All Championship titles and trophies will stay with the current holder until the end of year presentation. The current holder is requested to bring the Championship trophy to the relevant meeting for photographic purposes only. The trophy will officially change hands at the Annual presentation.

14.19. JASCAR Junior All Stars (The main Title top points scorer over a season)

14.20. Individual Championships will all score as per the main Championship.

15: PENALTIES/FINES/DRIVER ENDORSEMENT POINTS

15.1. Anyone associated with MASCAR Racing Ltd 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 points, as per sections 15 & 16.

15.2. 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 in sections 15 & 16 and are a minimum penalty. These are examples of infractions and include all parts and tyres and technical aspects of the car, which in the Officials' opinion would give a performance enhanced advantage. A blatant ignorance of the rules or going against the spirit of the rule book will incur a penalty. Any fines must be paid before the 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. The following are guides only and maybe increased at the Official's discretion and depending on severity.

15.3. Harassment of any persons including 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 fine and penalties as per sections 15 & 16.

15.4. Harassment of other racers and/or their crews, families etc. will never be tolerated. If harassment occurs in the pit area, the offending driver will automatically be loaded up and suspended pending an investigation.

NOTE: DRIVERS OR PIT CREW MUST NEVER APPROACH ANOTHER DRIVERS PIT AREA TO HAVE A CONFRONTATION.

15.5. Physical violence will never be tolerated. Any driver who physically attacks anyone, at any time, will automatically be banned for 12 months. If the violence involves a weapon, the driver will automatically be banned from JASCAR / MASCAR racing for life, and reported to the local authorities.

15.6. Any driver who uses his car as a weapon i.e. ramming, bumping, side-swiping or driving at another car after the race has been completed, will receive a ban or fine accordingly as per sections 15 & 16.

15.7. If, in the opinion of the track Officials, a racer intentionally wrecks another car during the race, the offending driver will be dealt with under sections 15 & 16, and may be subject to a ban.

15.8. Any incident on or off the track: MASCAR Racing Ltd & its Officials reserve the right to refer any driver to the MASCAR / JASCAR disciplinary board for punishment or suspension.

TECHNICAL OFFENCES GUIDE:

15.9. Miss-Adjustment Infraction = 1-5mm or 1-5lb outside stated measurement. The examples of this type of violation include but are not limited to; minor wheel base, slightly underweight, opening bonnet or boot lid while in post-race tech or before post-race tech is carried out, etc. The penalty for this type of infraction will be no less than placement as the last placed car.

15.10. Minor Technical Infraction = 5-8 mm or 5-8lb outside stated measurement. Fine or reprimand of up to **£25.00** and a disqualification from the race in question and minimum of 4 points on licence. Any illegal parts in question will be confiscated by Officials.

15.11. Serious Technical Infraction = Over 8mm or 8lb outside stated measurements. Fine of up to **£45.00**, disqualification from the race meeting and suspension from minimum of one additional race meeting plus minimum 6 points on licence. Any illegal parts in question will be confiscated by Officials.

15.12. Anyone found with either a Miss or Minor infraction have the choice to either alter the car to within the rules and continue to compete, just losing places or points as stated and starting the next heat from the rear of the grid, or to leave as is and compete from the rear of the grid for the whole meeting, scoring no points. This is down to the driver to declare his/her intentions. The Officials may recheck any infractions after any heat or final.

15.13. Refusal to Turn Over Illegal Parts – Minimum Fine of **£50.00**, disqualification from the meeting, suspension from a minimum of one additional meeting to the entire remaining racing season, and/or loss of points from all previous meetings.

15.14. Refusal to Submit to Tech Inspection – Minimum Fine of **£75.00-£100.00**, disqualification from the event, suspension from a minimum of one additional event, to the entire remaining racing season and/or loss of points from all previous events.

15.15. Breaking Engine Seal – Failing to inform the Promotor before breaking your engine seal will result in a minimum loss of 600 Championship points and a **£50.00** fine.

15.16. Failing to attend Post-Tech Inspection – Loss of all points for that race and **2** points on your licence.

15.17 Missing Pre-Tech will result in the driver having to start at the rear of the grid.

DRIVING OFFENCES GUIDE

15.19. Booking in and failing to turn up will now receive a **30** Point reduction off Championship points, and the driver must start at the rear of the grid for the third heat at the next race meeting they attend. This penalty is if you don't contact us with a genuine reason for absence.

15.20. ROUGH DRIVING. If rough driving is observed, Officials will first warn the driver via the Raceceiver. Further rough driving will result in disqualification and driver points given. Rough driving will be determined by the Track Officials during the race only. Additional penalties such as loss of position or loss of points from that meeting may be applied depending on severity and may also result in the driver starting at the rear of the grid for a minimum of two meetings. This decision can be made by the Officials after the race, if the Officials or promoters deem it necessary.

15.21. A black flag (Technical DSQ) can be given to any race car that is losing parts or appears to be unsafe or smoking badly. The black flag decision will be made by the Race Director or Officials. This will not be classed as a penalty as per the penalty section and not receive the half lap down on the next start. It will be classed as a technical fault with the car, as the car is unable to compete safely, and DNF Points will be given.

15.22. Any driver who gets taken out of a race and another driver is penalised for the incident and you are unable to continue through no fault of your own due to car damage, will receive last place points for that heat or any other heat they fail to compete in due to the damage. The damage must be substantial enough that it is deemed that you could not continue or it is un-repairable at the track or there is insufficient time to repair to get back out. Every effort must be made to repair the car in order to receive the points. This will be

determined by the number of cars that enter that race and done on a pro rata basis. This decision will be made by the Race Director or assistant and is non-appealable.

15.23. Any driver or car that in the Official's opinion, takes another car out of a race completely, whether it be accidentally or otherwise, will automatically be disqualified from that race, along with 3 points on their licence and will start in the next race, half a lap down.

15.24. Any driver that is judged to have taken a car out of position through unsporting conduct or for any other reason, depending on severity, will be docked a minimum of 3 places from their finishing position. They will also receive a minimum of 1 point on their licence and start half a lap down in the next race.

15.25. Any driver seen assisting another driver during green flag racing will be automatically disqualified from the results.

15.26. Any driver that receives assistance from another driver during green flag racing will automatically receive a Tech DSQ.

16. DRIVER ENDORSEMENT POINTS

16.1. The driver endorsement points are to discourage bad and un-sporting conduct. They are a minimum penalty not a maximum, and are also subject to other penalties as stated in the rules.

Points will be issued by either the Race Director, Assistant Director or a MASCAR Director. Officials can also make recommendations. These points may be issued at any time during or after an event, provided a majority of two Officials agree with the decision, or at a disciplinary meeting after investigating an incident. They are not subject to protest as per complaints protest procedure. These points will also have an effect on your championship points. Each endorsement point will equal minus 30 championship scored points deducted from all points scored from that meeting and the main championship.

The endorsement points are then held on a driver's licence for a maximum of 9 months from date of issue, rolling into the following year if required. After you exceed 9 Points then larger penalties come into play automatically as follows:

9 Points 1 Meeting Ban

15 Points 2 Meeting Ban

18 Points 4 Meeting Ban

24+ Points 6 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 MASCAR Promotion and Race Director/Assistant Director, and recorded in your current licence, as well as the MASCAR website and points table.

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

These are applied by either the Race Official or Assistant Official or at a disciplinary hearing.

Examples and Minimum Guide

Booking in and failing to turn up.

Any driver booking in and failing to attend any meeting will incur the following penalty: **A 30-point deduction from Championship Points and at the next meeting attended they will start at the rear of the grid for the 3rd race/final.**

Breaking an engine seal without the Promotors permission.

Loss of 600 Championship points. This also incurs a £50.00 fine.

1-3 Points and 30-90 Championship points deducted.

Unsporting conduct, Consistent Blocking, failing to hold line or cutting up, Brake 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. These infringements maybe increased depending on severity.

3 -6 Points and 90-180 Championship points deducted and 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 depending on severity and if a car is taken out of running.

6-13 Points and 180-390 Championship points deducted and docked a minimum of 3 places from finishing order.

If in the Officials' opinion you deliberately wreck another car or run another car into any wall or infield, disobeying any flags, racing and speeding in the pit area, reckless or careless driving, gesturing or using foul language or signs, getting out of your car on the race track, approaching and arguing with Track Officials or any driver. **These are some of the examples for which you may receive this penalty.**

13 points and 390 championship points deducted and pending further discipline action as per rules.

Any type of direct aggressive confrontation on or off track including shouting, yelling or any threatening behaviour, including threatening to take another vehicle out of a race, approaching another drivers' pit area to confront them aggressively over an incident, is classified as an instant 9 points. The approaching driver will be classified as the aggressor.

The above are examples only and other incidents will fall into one of these categories including internet threats, libel and slander after the event, threats or personal abuse to anyone involved in JASCAR / MASCAR Racing. You are also responsible for anyone who attends the meeting with you, and YOU may be subjected to the above if these people are found to be in breach of the above.

16.3. Any driver that receives a penalty within the meeting will have to start to the rear of all cars on track, and behind any previously penalised cars. After this they may return to their original grid position unless penalised again within that heat.

16.4. Any driver receiving a DSQ 'ZERO POINTS' from the event/meeting will be classed as not attending so will not lower their average and gain advantage out of the penalty.

17: PROTEST GUIDELINES

17.1. Protests may be submitted via the Promotion within 48hrs of the meeting in the first instance, for a hearing by the discipline group, who may increase the penalty or reduce the penalty depending upon your case. A £50.00 fee will be required payable with your protest before a hearing will take place.

You then have the option if you are not satisfied with the outcome of the discipline group, to apply to the ORCi for a secondary hearing at your cost. The results of the first hearing will be submitted in the defence of the series Officials. You must inform the promotion within 24hrs of the fact that you are wishing to approach the ORCi for a secondary hearing.

17.2. There will be an £400.00 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 £200.00 of the protest money for the cost of rebuild and for removing the engine. The promoter will retain £200.00 for inspecting the engine.

17.3. Engine tear down will be limited to the following people only: One authorised mechanic, one member from car in question, Tech Inspector, Promoter, and an engine builder as chosen by the promotion.

17.4. The Promoter reserves the right to tear down any engine, at any time by an engine builder, 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. The promotion 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 Officials 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.

17.5. 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.

18: ADVERTISING AND PROMOTION RELEASE / DISPLAY OF ANY SPONSOR LOGOS AND RACE NUMBERS

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

18.2. The Directors and their assigned, may use any of the aforementioned likenesses for an indefinite period of time.

18.3. 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.

18.4. All advertising on cars, must be approved pre-season by MASCAR Racing Ltd, and a copy of your sponsors submitted with your licence fee.

18.5. NO in car cameras are to be fitted unless authorised by MASCAR Racing Ltd. Any footage from these is for promotional and official use only.

18.6. MASCAR Racing cameras are not to be operated by anyone other than the race Officials.

18.7. Car numbers are issued through MASCAR Racing Ltd and are allocated to each driver for 1 year only. You must renew your licence to retain that number within the time frame, even if the driver leaves, unless otherwise agreed with the promotion. Driver numbers cannot be changed during the season. Car numbers cannot be changed, traded, or reassigned without the permission of the Promoter. The promotion may, at its discretion, re-assign car numbers. The promotion reserves the right to dis-allow any sponsorship, advertisement, graphics, wording, or images (with or without cause) that do not represent the public image of the sport or may be a conflict of interest with series sponsors.

18.8. Numbers must be at least **sixteen (10) inches high** and minimum of **two (2) inches 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 see section 43.0.

fourteen (14) 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 promoter's approval. All cars are required to display their car number using a **four (4) inch** high number on the right rear tail-light and front left-hand bumper area of the car see section 43.0.

No alphanumeric or three-digit numbers are allowed. The number **one '1'** is reserved for the Main Championship Winner for that year **ONLY** and must be placed upon the car for the following year.

18.9. 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.

18.10. ALL first-year drivers (Rookie of the Year Candidates) and **ALL** new Junior drivers are required to display a yellow "Rookie Stripe" across the rear of the cars bumper area for their first year of racing. The dimensions of the stripe must be a minimum of **1" X 14"**.

18.11. Drivers in all sanctioned races agree to display the JASCAR Racing and sponsors contingency decals and a series of race sponsors' name or logos across the rear spoiler and in front of each driver's door number on both sides of the car where applicable, and will purchase these through MASCAR Racing Ltd as required see section 43.0.

18.12. All official decals and sponsor decals must also be displayed in order to participate in any event and score points for that Championship. Refusal to display any series sponsors' decals will result in full price parts and tyres charged to the said car driver for the remainder of the season and no Points, prize funds or awards to the car concerned, and may be refused entry into designated events.

18.13. Your name must be placed on both sides of the roof panel over side main window apertures all other decals **see picture in section 43.0**

19: GENERAL CAR / BODY REQUIREMENTS

19.1. Only fiberglass bodies and replacement panels manufactured and supplied by MASCAR Racing Ltd are permitted. Any copying of the bodies or body panels is a violation of our policies and the car will be deemed as illegal for use until the legitimate body parts are purchased through MASCAR Racing Ltd or a fine is applied. It will be down to the car owner to prove originality. No modifications to body shape are allowed other than those listed in these rules. All new panels have been chipped / tagged from manufacture including older units and can be checked for authenticity. Old units will now be security sealed also.

19.2. Stock roof hatch 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 at any time the car is being operated.

19.3. The fiberglass 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. All bodies must be secured down to the chassis. Cable ties may be used in emergency only and must be replaced by the following meeting.

19.4. 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 inch. For road racing purposes at long track events, the front windshield must be a minimum thickness of ¼ inch. 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.

19.5. 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 aluminum frame work of the same shape and form of the black covered area of the standard screen with two centre supports of a maximum width of 2 inches must be fitted either side of drivers view. The replacement support screen must be made up of a minimum thickness of 4mm aluminum 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 inches or equivalent holes may be drilled in the rear screen; 5x bottom, 5x top, 1x left centre of screen and 1x right centre of screen to accommodate air flow of the removed screen. Drivers must wear goggles or visor whenever 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 and the meeting is classified as a wet meeting.

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

19.6. Additional air dams, spoilers, or other aerodynamic devices not sold by MASCAR Racing Ltd are not permitted.

19.7. Belly Pans other than the original floor pan, are not allowed.

19.8. Aluminum plates riveted to the body may be used as temporary repair only for a meeting.

19.9. The Manufacturer's rear spoiler must be used as supplied from MASCAR racing without any alterations. Spoiler angle must be between 30 and 55 degrees from vertical. 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.

19.10. 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).

19.11. Cars must be neat in appearance. The chassis must be painted or powder coated. The body interior may be left unpainted. Anybody damaged must be neatly repaired and painted by the next event. You will be given 1 meetings grace to sort out damage.

19.12. 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 measurements, shape and silhouette as possible. Any reinforcement of the body must be acceptable to Official(s).

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

19.14. The minimum weight of the car shall not be less than 662lbs or 300.29kgs including driver, equipment, and remaining fuel. This weight rule is in effect for oval track events.

19.15. If the weight of the car is less than the minimum requirement at post race Tech Inspection, it will be sent to the back of the field for the remainder of the meeting, with penalties from section 15 & 16 applied. This includes but is not limited to fuel. There will be no set tolerance for ground conditions. All cars will be weighed at the same spot on the same scales with only the driver, mechanic and Tech Officials in attendance.

19.16. 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 2x 3/8-inch bolts. And placed inside rails if possible 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.

19.17. The aluminum interior panels must remain stock thickness as issued from the Manufacturer. NO modifications to the panels, 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.

19.18. 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

19.19. Tow/lift straps are required to be fitted to all cars front and rear. They are required to be fitted to the main chassis/bumper within the Boot and Bonnet area for the purpose of recovery. No tow eyes are to protrude through the body at any time. You may cut a 1" by 3" slot in the front and rear bumper area to allow the strap to be pushed through when required. When racing, all straps must be within the body work area. A small decal must be placed on the car in the area on the tow point Stating "TOW" or "LIFT".

19.20. An aluminum racing seat is required. Plastic, fiberglass, or homemade aluminum seats are not allowed. Seat may be repositioned within the confines of the existing interior but must be placed dead center of the car no tolerance will be allowed for any seat off set from the center point of the main chassis area. The addition of head or leg supports is strongly recommended. Padding for headrest, roll bars, steering column, and steering wheel is highly 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 with a minimum of 4 fixing points.

19.21. All cars must be equipped with an SFI rated window net on both side windows if the driver can place his hands outside of the car when seated and seat belts are fitted. Ribbon or mesh type nets are allowed. The net must be in the "UP" position while car is on the track, covering ¾ of the window aperture and only dropped when a red flag is shown, to indicate that you are ok and will not be continuing to race and require assistance to get off track

19.22. All window nets must be secured with metal bars and r clips only. No cable ties to hold up net.

19.23. All cars must be equipped with two rear view mirrors securely fastened to the chassis, but cannot extend beyond the exterior vertical plane of the door panel. These must give you maximum all round vision from the driver's position.

19.24. 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.

19.25. 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 a 2kg fire extinguisher available for refuelling. If no extinguisher is present you may be removed from the pit area.

19.26 Foot box interior must be constructed of aluminum at least 22 gauge. Panels must be securely fastened to chassis. Panels may be added to keep debris from driver's compartment. All interior panels are subject to approval by official(s).

19.27. Front nose of chassis and 3" of upper return towards driver will be sheeted with aluminum or sheet metal. Front nose metal was implemented in case of loss of fiber glass nose to eliminate track debris from entering foot box.

19.28. One engine cooling hose from the outside of the vehicle to interior of engine compartment is permitted. The pickup point of the hose and/or window device will not exceed the outside body line of the car. The hose, or an extension thereof, must not extend more than 1 inch past the inside edge of the firewall or engine covering. The diameter can be no larger than 3 inches. And not directed to carb intake.

19.29. Bumpers must be genuine parts only as sold by MASCAR Racing no repairs or aftermarket parts will be allowed for safety reasons,

19.30. No driver shall compete in any event with head or arms extended outside of a car opening. The top of the driver's helmet must be at least one (1) inch below the top edge of the roll cage. This will be measured with the driver securely buckled in the car's seat.

19.31. CHASSIS the chassis must remain as stock manufactured chassis with no alterations, any repairs carried out must use genuine parts as supplied all repairs must be to an excellent standard and tig welded as per original specification.

20: BODY HEIGHT REQUIREMENTS AND GROUND CLEARANCE REQUIREMENTS All cars must maintain a minimum roof height of no less than 30.5 inches. Not including roof rails. Car height off the ground and body height, including rake or degrees of body angle, shall be determined by measuring overall height of car at rear of the hatch on the roof center line. Body may not be off set on chassis. when measuring ride height, obvious body or bumper damage incurred as a result of an on-track incident in the race for which tech is being performed should be taken into consideration. The tech official will determine whether body or bumper damage incurred during that race has caused the vehicle to fail ride height inspection. If a car is submitted for tech with a completely flat tire (0 lbs. pressure) which was caused by racing or an on-track incident, and the tech official determines this to be the case, the competitor will be allowed to add a maximum of 18 lbs. of air to the tire or replace the wheel and tire with another (18 lbs. pressure max.) for the purposes of tech.

21: GENERAL ENGINE REQUIREMENTS (see also section 10.7.- 10.13. for full specifications)

21.1 Only Honda GX390K1 engines will be used in JASCAR competition as supplied by Mascar Racing ltd only. Serial numbers cannot be removed from engine block and seals may not be broken at any time. No rebuilds or alterations are allowed to any engine without prior permission, only engines purchased through MASCAR racing are allowed. Engine checks any engine maybe requested at any time to be placed upon a dyno and checked upon a rebuild taking place,

We reserve the right to ask for the engine and ancillaries to be removed and handed over for checks at any time during the season with engine to be returned in plenty of time for the next meeting at no cost to driver unless an illegal unit is found then full costs will be charged to driver along with ban or disqualification.

21.2. Engine must remain in stock location. Offsetting of engine is expressly prohibited.

21.3. No interchanging of parts from different engine models is allowed.

21.4. Engines cannot be altered from JASCAR specifications as supplied, The GX390K1 manual will be used for all specifications to the engine including all measurements.

21.5. All parts must be factory Honda parts designed for the GX390K1 and will be checked against **factory** Honda parts and part numbers unless otherwise noted in this rulebook. All official decisions on this are final.

21.6. Internal and external governor system may be removed. Governor shaft hole may be plugged or vented.

21.7. Camshaft timing cannot be changed from Honda factory specifications and Mascar supplied specifications see section 10.7.

21.8. All valves, lifters, push rods and rocker arms must remain stock Honda GX390K1 engines. All dimensions will be taken from known stock Honda GX390K1 engine parts. All other specifications will be from Honda GX390K1 shop manual.

22: Cylinder head must remain stock with no modifications.

All cylinder head dimensions will be taken from stock Honda parts book or see section 10.7.

23: EXHAUST Only the stock supplied system may be used with no modifications

The Header pipe must remain stock by original dimension. Length of header pipe must be even and/or below rear chassis rail. Header pipe may be shortened to chassis rail if desired. This length will be measured with car on ground. A muffler maybe required in the future and will be supplied as standard part if required due to noise restrictions. Additional bracing and brackets to reinforce and support pipe are legal. Exhaust pipe wrap only is legal. No coatings are to be applied to the system.

24: HONDA CARBURETOR (see section 10.9)

24.1. Carburetor will be the Honda 390, standard & non-adjustable with no modifications allowed.

25: AIR FILTER AND ADAPTER (see section 10.8) All engines are required to have an air filter and carburetor adapter. Air filter adapter must remain unaltered and as supplied. Air filter cannot act as a ram air device.

26: FLYWHEEL (see section 10.12.) may be balanced. Minimum flywheel weight must be 11 lbs. 10 oz. Weight should be removed from the outer edge of the flywheel. Any flywheel that shows signs of excessive machining on the inside area will be deemed illegal. The tech official will have sole discretion and authority on this matter.

27: ENGINE COOLING SYSTEM Air cooling components cannot be altered from Honda GX390K1. The stock shroud covering the head can be replaced with an aluminum shroud with maximum dimensions of 5" by 10". The replacement of this shroud is not a performance enhancement. The shroud must not extend further forward than the leading edge of the fins on the head. The intent is to equalize cooling over the surface of the aluminum head thus adding durability

28: The STARTER Recoil starter must be removed. The electric self-starter must be in working order. All cars must be capable of starting under their own power.

29: IGNITION SYSTEM (see section 10.11.) altering the ignition timing from stock Honda GX390K1 specifications is not allowed. No alterations to the starter coil or other electrical parts are allowed. Spark intensifiers are prohibited. The Oil alert system may be removed. The starter cup is an extension of the recoil starter assembly and can be removed if desired. It also presents a hazard when adjusting the carburetor. The cup may be removed and replaced with the following Honda fan flange (Honda part #19512-ZE2-000) **ONLY**. The screen must be replaced firmly attached to the motor in the original location and made of ¼ inch mesh. Honda part #19620-ZE3-810 may be used. It cannot be made of solid materials or be partially covered. A hole may be cut in the center of the mesh to allow access to the crankshaft nut.

30: BATTERY must be located in stock location. All batteries subject to approval by official(s). With a battery Isolator fitted to + side of the system and in easy reach of driver and officials all isolators must be marked ON/OFF

31: FUEL CELL & Pump The use of fuel cell, capacity 1 ½ US gallons or less, as supplied from factory is mandatory. The JASCAR approved fuel cell location shall remain unaltered from stock.

Only supplied type fuel pumps will be allowed no other electric or mechanical pumps will be allowed.

32: FUELS

32.1. Unleaded gasoline available at service stations only. No racing fuel, aviation fuel or additives of any type are allowed. The Officials reserve 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. Fuel temp may also be measured. No frozen fuel is allowed. The average will be taken over several cars. Anyone with 5 degrees Celsius below the average will be classed as illegal and all points removed for that day.

32.2. MASCAR Racing Ltd recommends that racers purchase fuel for each event at a local service station near that event to minimise the chance of having fuel that does not match samples taken by MASCAR Racing Ltd for reference.

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

32.4. 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 series. The only allowed additives are those designed to reduce friction such as Prolong or Militia.

32.5. 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

33: The CLUTCH Only a dry centrifugal clutch is allowed. No transmissions, belt driven torque converters, oil bath clutches or axle clutches. The Clutch and clutch components must meet the following requirements.

-RATECH clutch #1300S006.

-PREMIER Titan clutch. Only shoes, springs and drums manufactured by PREMIER for clutch #1000200 are acceptable.

-Horstman Redhawk Clutch

34: CHAIN/GEAR SPROCKETS Only #35 chain allowed. Only sprocket gears 68-70-72 tooth may be used. Chain guards permitted and must be acceptable to JASCAR official(s). No automatic or manual chain oiling systems permitted. JASCAR reserves the right to mandate gear size and ratio at any and/or all events to be notified before event

35: BRAKE COMPONENTS Only hydraulic disc brakes with steel rotors as supplied are permitted. All cars must have brakes on rear axle. Rear brake rotor/disc must be stock. Rotor may not be altered from stock size, no lightening or drilling allowed. No alternate materials may be used. **Three bolts with lock nuts will be installed in brake rotor hub to ensure brake rotor safety.**

35.1. Front brakes are mandatory. All brake cooling component parts must be of standard supplied and must be acceptable to the official(s).

36: REAR AXLE The rear axle must meet the following requirements: Axle must be mounted solid to suspended chassis. Only standard supplied axles may be used. Both rear hubs must be keyed securely to axle. No floating hubs allowed. Snap rings must be in place and safety wired. Axle key stock must be secured in an additional fashion (tie wrap, tape, etc.) on all cars.

Self-oiling carrier bearings are prohibited.

37: WHEELS All wheels must meet the following requirements: JASCAR allows one-piece Real Wheel, four bolt Real Wheel and 4 bolt hub these wheels are 8" diameter aluminum with a 6.5" rim width. The Wheels may be painted or powder coated. All wheels will be as supplied by Mascar Racing Ltd only.

38: SUSPENSION all cars must have a suspension consisting of: Four (4) Afco shocks only, two (2) approved front springs, two (2) approved rear springs, Afco shocks, with approved associated springs, as supplied by Mascar racing Ltd. Springs and shocks cannot be altered and must meet original factory specifications. Shocks/springs must be as supplied by Mascar Racing Ltd

38.1 A-arms, pan hard bar, and other suspension related components must be original Jascar parts supplied by MASCAR Racing Ltd. No homemade parts. Front shock spacing may not exceed one (1) inch width. All suspension and steering components are tunable without any component modifications. Springs may be interchanged on shocks as long as approved spring rates are maintained). Shocks & springs may be run in any location on car as long as shocks and springs remain approved part numbers.

38.2. SPINDLES All spindles must be as supplied by MASCAR Racing Ltd.

King pin angles, spindle diameters, spindle arm length and angle, and the location of the outer ball joint mounting hole must remain as manufactured and supplied by "MASCAR Racing Ltd".

39: STEERING All cars must be equipped with a steering column constructed of 0.750 x .065 steel tubing. Steering wheel shaft must have a 3" roll bar pad installed, for knee protection. A quick release steel coupling acceptable to the official(s) on the steering wheel is mandatory. Only rack and pinion steering are permitted as supplied by Mascar. All steering linkage must be properly secured.

40: TYRE RULING

40.1. BRAND: Controlled Only Hoosier Slick and the Wet Hoosier marking to be confirmed.

40.2. SIZE: 15.0 x 7.0 x 8 MC780

Shore parameters for JASCAR tyres UK will be set at: For Slicks, minimum hot reading 56 & 71 for cold reading. For wets, minimum hot reading 54 & 67 for the cold reading, taken as an average over 6 points of measurement. Any tyre inside these readings will be legal for use. Any tyre outside of these readings will be classed as illegal and confiscated for testing of substance use.

Bar codes should not be removed. Care must be taken when cleaning tyres. Bar codes are going to be placed on tyres - Any tyres found with bar codes rubbed out on both sides will be classed as illegal, even if it blackened by tyre rub, it must remain as is and pointed out to the Officials for scanning and recorded in your log book before use and the tyre must be fitted on the car.

40.3. Tyre Numbers controlled. Only tyres purchased through the promotion may be used including WET tyres.

Softening agents and other substances are not allowed to be used on tyres at any time. A durometer will be used to check the manufactures tolerances as set out above.

40.4. A minimum of two slicks and two wets may be run on any car at any time within the meeting.

Drivers may change tyres at any time while in the pit area only, not in the holding lane area or after you have been called to line up. A minimum of two slicks and two wets may be run on any axle of your choosing at any time within the meeting. You can mix slicks with wets for weather conditions but anyone found running 4 slicks on a completely wet track will be moved to the rear of the field and may be black flagged if found to be a danger to fellow competitors.

40.5. Only compressed natural air may be used to inflate tyres. This may be checked by requesting a deflation of any number of tyres on a chosen car, and then reflat via the supplied Official's compressor. Anyone refusing to carry out such task will be deemed illegal and disqualified from results. No other type of gas may be used to inflate tyres.

No other tyres may be used in any event other than the controlled type as listed. All tyres will be purchased through the MASCAR Racing Ltd and for you to prove that you have met this requirement, control measures as follows:

All competitors will only be allowed to use the Hoosier JASCAR slick tyre or the Hoosier wet tyre.

Only tyres purchased through MASCAR Racing Ltd may be used. All other tyres will be deemed illegal and you will not be able to compete in any JASCAR sanctioned or organized event.

40.6. New Tyre control – Each driver will be allocated 4 slicks and 6 wets at the start of each race season unless you carry new tyres over from the previous season, then this will be reduced by the number of new tyres carried over. Upon 4 meetings attended, you may take another two tyres of either type. Upon 8 meetings attended, you may take a further 2 more tyres of either type. Upon 12 meetings attended, you may then take a further 2 more tyres of either type up to a maximum of 16 tyres in total and a maximum of 10 of either type of tyre, i.e. as a maximum - 10 slicks 6 wets or 6 slicks 10 wets or 8 slicks 8 wets. Attended means signed on and raced at meetings include demo races.

Tyres, if unused, will be carried over to the following season / year. If you have to carry them over, they will be deducted from your next year's allocation if they are not logged in your log book and signed off by an Official for that year.

New Tyre serial numbers for a meeting must be recorded in the driver's handbook as you use them, by the driver. Failing to do so, could result in Tech infringement and disqualification of that race. These may be checked at Tech during and after the meeting. If you change a tyre to a brand new one due to damage or puncture, it must also be recorded in your log book and signed off as used.

40.7. Any driver who enters the track on the complete wrong tyres for the current weather conditions will be placed to the rear of the grid on the form up lap for safety. Any driver that is then seen to be a danger or creating a risk of accident or incidents, or who interferes with the race pace due to wrong tyre choice may be black flagged. This is at the discretion of the Race Director.

40.8. All drivers must have a set of wets available per car at each meeting, new or used, for the use if the conditions warrant i.e. rain or drizzle or any wet conditions. If wets are fitted, the front screens must be removed and the replacement surround in place.

40.9. Rain Policy – All cars are permitted to use the controlled wet tyres (Hoosier Dirt Stocker as supplied by Promoter).

41: Accessories

41.1. Lap timers and other automated electronics (oil pressure, temperature and rpm) are allowed providing they are mounted securely. Data acquisition devices are not allowed at **sanctioned events** in practice, heats or otherwise.

41.2. Tach/temp sensor devices may be attached to the spark plug or exhaust. A small hole can be drilled in the exhaust pipe to accommodate the sensor

42: Measurements

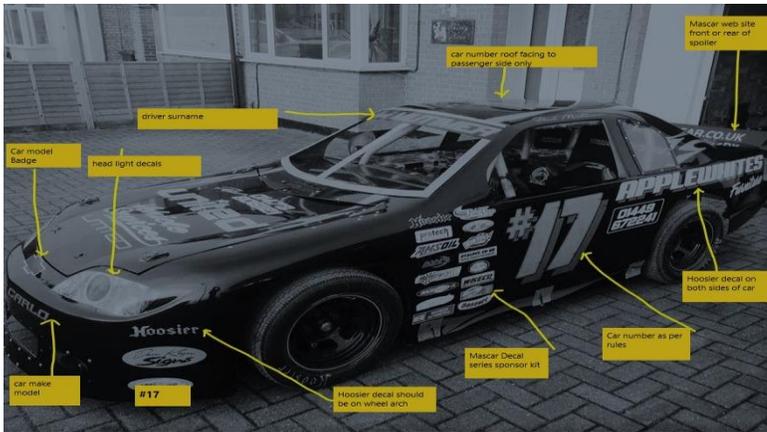
42.1. all cars must maintain a track width between 43 and 45 inches measured at the widest point (sidewall) of the tire. Aluminum spacers are permitted to utilize maximum front track width see section 43.0.

42.2. Wheelbase Requirements the maximum allowable wheelbase for either side of the car is 60.5 inches. The minimum allowable wheelbase for either side of the car is 59.5 inches. When measuring, both sides must measure within ½ inch of each other.

Measurement are to be taken from the center of axle to center of hub specifically at the tire sidewall or as per section 43.0,

42.3 The maximum off set for any front and rear wheels is ½” or 12.5mm measured as below diagrams section 43.0.

43: Series decal & measurement points



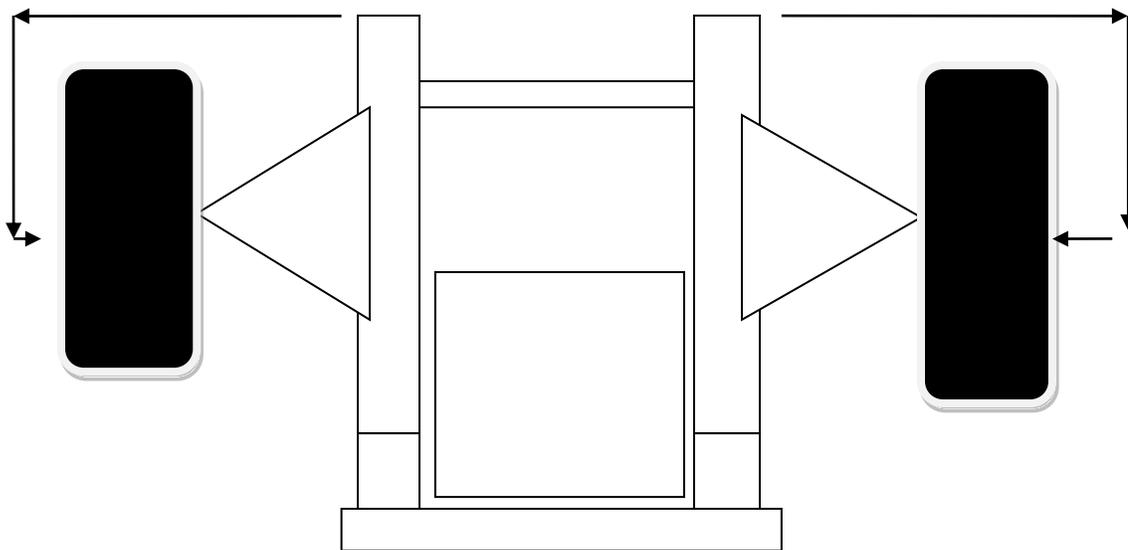
Tow - stickers x 1 front 1 x rear.

Isolator sticker next to battery cut off.

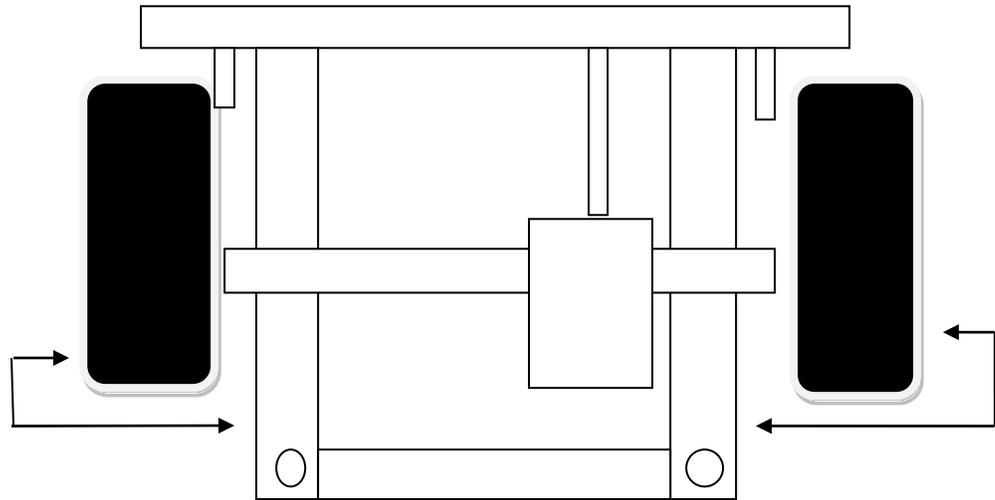
Spoiler - JASCAR web address maybe located on rear valance or under numbers either side of car.

Your number should be on front left and rear right of car minimum 3”.

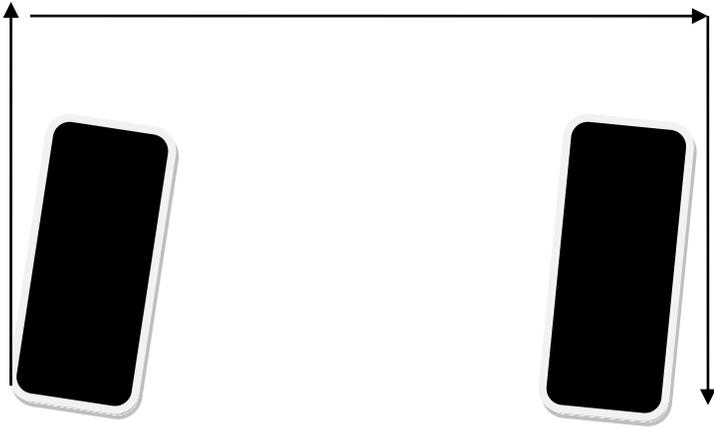
Measurement points for tech front, Front end. 43”- 45” overall Maximum off set ½”



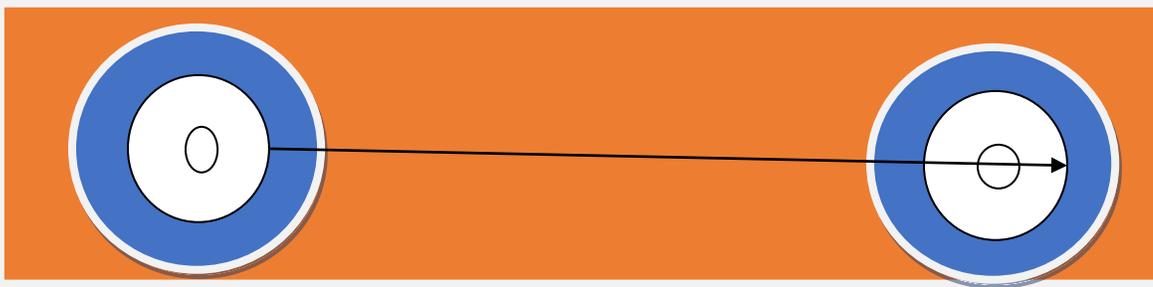
Rear end tech off set measurement points 0" – 1/2"



Wheel track measurement points front and rear 43" – 45"



Wheel Base measurement points 59.5" – 60.5"



Ride Height will be measured as per section 20.0
Driver Notes