



MASCAR Racing Ltd

MASCAR European Rulebook and Policies - Edition 8.3

Purpose and Vision

1. To set the example and lead the way in the area of MASCAR Motorsport safety.
2. To use the sport of MASCAR racing to teach positive values and attitudes to our Competitors and their families.
3. To provide a national rulebook maintaining uniformity among MASCAR nationwide.
4. To provide a stepping stone allowing racers to advance to professional racing.
5. To enforce the national rulebook firmly and fairly, providing a level playing field among all competitors.
6. To recognise and promote the achievements of our racers and help them attract more sponsorship for the sport.
7. To lower the expense and complexity of MASCAR racing, making it easier for new racers to join the sport.
8. To attract enough race teams across a wide enough geographic area to enlist major national sponsorship.

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Please ensure you read all sections as per your licence conditions

MASCAR 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 MASCAR 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 MASCAR sanctioned events.

The driver shall be the sole spokesperson for his/her team in any and all matters and must deal with the officials 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 track only.

1.1 Publication

Any Publication of any type concerning MASCAR Racing Ltd or its drivers and associates, Officials, sponsors, tracks and track promoters and officials 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 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 MASCAR series pending investigation by the BOR, 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. **You do not enter the championship until your licence application is processed and receive no benefits until such time.**

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 and will be reviewed by the Board of Representatives.

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 MASCAR Racing to join as a member, if 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 16 years of age and meet all racing experience guidelines and submit to a drivers' test if requested by the promotion.

If a competition licence applicant is under 18 years of age, the applicant 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.

2.3. Drivers under 18 years of age are eligible to race in the MASCAR series if they have had racing experience at a level acceptable to the club, 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 **3** 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, 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 starting to the rear of the grid for the first race they participate in.

4: GENERAL MASCAR RULES

All rules and regulations and matters concerning MASCAR Racing drivers will now be reviewed by a Board of Representatives (BOR) to include 3 x series drivers and the promoter.

4.1. The rules shall apply to each 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/BOR 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 MASCAR 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 MASCAR 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 bodies 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** 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 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 either reporting to BOR or ORCI.

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 MASCAR 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 MASCAR Racing Ltd 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 referred to the ORCi for a decision.

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) can 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 on the race track always 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 always be within easy reach of the driver and mechanics, 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 are mandatory and are always required.** 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 always be secured correctly.

Helmets must be of a minimum standard as directed by The British Oval Racing Safety Executive (B.O.R.S.E). These are, FIA8860-2004, Snell SA2015, SFI Foundation 31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fibreglass or Tri-Composite form only.

It is important that the helmet fits the driver correctly and shatterproof goggles/visors must always be worn.

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 3 inches wide.

C. Be dated by the manufacturer.

D. A quick-release seat lap belt is required.

E. Both ends of the lap belt must be fastened to the welded chassis brackets with grade 8 bolts not less than 3/8" in diameter.

F. Shoulder harness must come from behind the driver's seat. Inertia reels 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. MASCAR highly recommends all drivers use arm restraints and neck collars. All drivers should also wear head and neck restraints, particularly when under 18 years of age.

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. **Failing of Tech is no longer appealable to either promotion or ORCI.**

9.2. Any car that has a defect notified to them at a meeting and logged in their log book then may be given a grace period i.e. 1 meeting to sort if not a safety defect. 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 still apparent, 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 general rules are managed by MASCAR Racing Ltd the tracks and the ORCi have the overall ruling decision, MASCAR 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 promotion & BOR 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 via our own tech inspector. 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 of safety equipment 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.
4. Safety belts - check other safety equipment.
5. Oil / fuel leaks.
6. Seats.
7. Drivers safety equipment i.e. helmet, overalls, gloves etc.
8. General car appearance.
9. Isolation / safety switches.
10. Engine / chassis number (Seals).
11. General safety items.
12. Tyres - Wheels legality.
13. Window nets fitted.
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.

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. Post-race MASCAR 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 the below checks but are not limited to the below list. All cars are always expected to meet all rules in the rulebook.

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, and the alternator checked to make sure it is working properly, as per section **31**.
5. A compression test or internal inspection may be performed on all cylinders. The top of the engine maybe cleaned at this time, to remove the spark plugs. No air may be blown into the engine to cool the cylinders. Compression must be within the limits stated in section **26**.
7. The Whistler Check may be performed for bore size, CC's. All must be within limits stated in section **26**.
8. The Carbs may be removed and inspected and must meet the requirements as per section **34**.
9. The Valve cover may be removed, and a cam check performed. Cam profile must be as per section **26**.
10. A Scope may be inserted through the channel which the timing chain travels, and through the oil fill hole. Inspection of visible parts in the lower half of the engine as per section **26**.
11. Fuel may be checked as per section **36**.
12. Prop/Drive Shaft may be checked as per section **37**.
13. Rear ends may be checked as per section **38**.
14. Wheels, Tyres, serial numbers, air, and the illegal use of softener will be checked as per sections **40** and **41**.
15. Wheelbase and Track & other crucial measurements including mounting points and chassis alterations will be checked as per section **20** and **42**.
16. Shocks and all suspension components will be checked for legality and originality, shocks maybe removed and checked as per section **21/22/23**.
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.
20. **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

Note the Chief Steward of the track will now make all on track decisions on behalf of the series, We will no longer be responsible for these decisions Our track/driver liaison will only relay any decision made by the chief steward via radio / Raceceiver to the drivers concerned.
The only protest you may submit is for a DSQ or Black flag via the chief steward of the track with our track/driver liaison in presence, you must inform the promotion if you wish to appeal to the ORCI after this,

Any written appeals will be through Spedeworth office Adam or Deane or ORCI within 24hrs of the meeting, we just ask you to inform the promotion of such an appeal for our points records,

11.1. All starts and restarts are to be determined by the track chief steward or Clark of the course.

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 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 Chief stewards' instructions.

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 or on a **championship final 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. On Championship finals with top points to pole the pole position driver can choose either inside or outside lane to start the race by moving to said lane on initial line up.

11.10. If the caution or red flags are displayed before the completion of lap 1 or at the Race chief stewards' 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 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, maybe subject to further actions by the chief Steward of the meeting.

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 20 lap heats and a minimum of a 25 Lap final or as informed at the drivers meeting. At long track events, this will be set as a minimum of 5 lap heats and an 8 Lap final, 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 regarding 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 Chief Track Marshal, with advice from the Promotion according to the policies listed within this rule book.

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 be dealt with the chief Steward of meeting.

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 may be penalized by the chief steward of the meeting.

11.23. Outside assistance will be determined at the track chief stewards' 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 subject to the chief stewards' rulings.

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.

White with Black x warning of driving standards x 2 in a race equals black flag

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 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 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, except for 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 two drivers are registered & fully licenced under that number at the start of the season. All points, penalties and bans and any other ruling within this rule book will apply to both drivers during this period. Example if one driver gets a DSQ in last heat of a meeting, the next time the car races even with a driver change he/she will serve the penalty. A driver may only be registered to one race number during a single season.

NOTE: Hire cars are an exception to this rule and Drivers name will be placed in notes column on points chart.

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

14.9. Blank

14.10. Cancelled meetings: Cancelled heats: All drivers in attendance 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 will 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.

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 unless notified prior to event.

14.18. Blank:

14.19. 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.

14.20. MASCAR European Pro Championship (The main Title top points scorer)

MASCAR European Semi Pro Championship (Secondary Title)

The Format

All Races will score points to all Championships throughout the season, as per the points system. Half way through the current season, i.e. after the 10th meeting out of twenty meetings, (as an instance) the points table will be split into two halves. The top half of the points scorers and bottom half of the points scorers will race for two separate titles. The top half will race for the PRO and Main Title, and the bottom half will race for the Semi-Pro Title. Grids will be formatted as per the current reverse of overall Championship averages, both Pro and Semi-Pro drivers mixed on grids as per Championship averages.

Drivers will be marked on the Championship points table at the half way point by either a PRO or S-PRO next to their name.

A driver may apply to the promotion at the beginning of the season when applying for his/her licence to automatically be entered the Semi-Pro Division.

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

14.22. Team Title - Two drivers may team up at the beginning of each season to race for the Team Owners Title. Both drivers will score normally as per Championship points. For the first two heats ONLY, the drivers will score towards their team points and the scores will be combined from both drivers. The team with the most points will be crowned the Team Championship Winners. You must declare your partner at the beginning of the season and if one of the drivers drops out of that team, he/she may be replaced during the current season with another driver, who will have to contribute a £50 fee to join that team, providing they are not already in a team.

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.

15.2. Officials may apply penalties and/or fines for non-compliance with any part of this rulebook. 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 reporting to the ORCi for discipline action.

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 reported to the ORCi for discipline action.

NOTE: DRIVERS 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 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 be reported to the ORCI for discipline action.

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 by the Track officials.

15.8. Any incident on or off the track will be dealt with via the chief steward of the meeting or track or ORCI.

TECHNICAL OFFENCES GUIDE:

Technical offences are now non-appealable to either the promotion or ORCI

15.9. Miss-Adjustment Infraction = 2-5mm or 2-5lb 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. 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. 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.

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, it will be dealt with by the chief steward of the track

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 chief steward of the track.

15.22. Any driver who fails to finish a race but takes the green flag for the start will be classified in the results in pro ratio order.

15.23. Blank

15.24. Blank

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 Penalties

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/ Chief Tech's permission.

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

16.3. Any driver that receives a penalty within the meeting will have to start to the rear of all cars for the final race of that day, and behind any previously penalised cars. If this occurs during the final it will carry over to the next meeting final, you attend.

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 only be submitted on black flag and disqualified decisions only via firstly the chief Steward of that meeting with our representative in attendance, if not satisfied then via ORCI (Deane Wood) at your cost you must inform the promotion if you intend to appeal the decision for points and award reasons.

17.2. There will be an £800.00 protest fee for engine teardown only. If a protested engine is found to be legal, the competitor that was protested will keep his/her winnings and points for that event and receive £400.00 of the protest money for the cost of rebuild and for removing the engine. The promoter will retain £400.00 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 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 likenesses for an indefinite period.

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 BOR'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 (16) 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.

Eighteen (18) inches high numbers must be attached on the roof, reading from the **OUTSIDE** of the racetrack. Numbers can be in any design if 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.

No alphanumeric or three-digit numbers are allowed. All cars having two drivers must both be fully licenced to the car at the beginning of each season. All drivers can only be registered and score points for the number to which they are registered. The number **one '1'** is reserved for the Pro 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** Junior drivers under the age of 18 are required to display a yellow "Rookie Stripe" across the rear of the cars bumper area. The dimensions of the stripe must be a minimum of **2 ½" X 24"**.

18.11. Drivers in all sanctioned races agree to display the MASCAR 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.

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 prize funds or awards to the car concerned and may be refused entry into designated events.

18.13. Your surname must be placed across the front visor in a minimum of **3-inch letters** and must be of a contrasting colour to the background on both the metal frame work and screen if used.

19: GENERAL CAR / BODY REQUIREMENTS

19.1. Only fibreglass 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. On old style bodies, only one cowl opening (directly in front of windshield) is allowed in the centreline of the body, with maximum dimensions of **1 ½" X 10 ¾"**. Stock opening on new style bodies is legal. All new panels have been chipped from manufacture including older units and can be checked for authenticity. Old units will now be security sealed.

MASCAR Racing Ltd is currently designing a new shaped UK body which will be available in the foreseeable future.

19.2. The port windows of a Monte Carlo body may be replaced with the port windows supplied by MASCAR Racing Ltd for a Ford Thunderbird body, in order to simulate the appearance of a Dodge Intrepid, Grand prix, or Taurus. The window openings may be reshaped to fit the new port window; however, the installation must be done in a neat and professional manner.

All work must be done without altering the original contour of the body. If these changes are made, the car must also carry the identification detailing appropriate to the intended make and model.

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

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

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

19.6. The fibreglass body must be firmly attached to the car during any Event by a minimum of either 2 x metal fasteners per side. ¼ turn duez clips are highly recommended by the ORCi safety meeting, plus rear boot metal clips x 2 and minimum of 2 x front bonnet clips and two dash board duez clips. If alternative clips or screws are used, a release tool must be taped to the dash and clearly marked for body removal. These clips must not protrude out ward and be of smooth finish to prevent tyre damage. 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.

19.7. A Lexan window is required in the front, rear, and port windows on both sides of the car at the beginning of an Event, with a minimum thickness of 1/8 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.

19.8. Visibility. Front screens may be removed for any meeting under ½ mile (single lap track distance) at the drivers' discretion. If the screen is removed, a replacement aluminium frame work of the same shape and form of the black covered area of the standard screen with a centre support of a maximum width of 2 inches must be fitted. The replacement support screen must be made up of a minimum thickness of 4mm aluminium of a one-piece structure and be riveted or bolted to the body with a minimum of 8 fixtures. The standard screen may be fitted over the top of this structure at any time and a maximum of 12 x 2 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 macralon 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.

19.9. Additional air dams, spoilers, or other aerodynamic devices not sold by MASCAR Racing Ltd are not permitted. External hood scoops or louvres will be permitted but only as sold via MASCAR Racing. An air scoop not exceeding 10 1/2 inches wide by 1 1/2 inches long, by 1 inch tall, may be added to the rectangular hole in the cowl at the base of the windshield with the opening facing to the front of the car as sold via MASCAR Racing only. A bonnet scoop may be purchased from MASCAR Racing Ltd only and fitted to the driver's side of the bonnet not exceeding the centre lines of the bonnet front or middle, to direct air to the exhaust section - top end of the engine only.

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

19.11. An adjustable flat trim strip may be added to the bottom of the front air dam only. This trim strip must be mounted around bottom perimeter of air dam with fasteners, no more than 6" apart. The trim strip may be adjusted to desired height. Tape is allowed around edges of hood during the Race. No hoods are to be raised during racing, and any excessive gaps must be taped up.

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

19.13. Alloy Metal Trim strips of a maximum of 2mm thick can to be fitted to any part of the front nose of the body around the fibreglass cut out holes only, and the side of the body for body clip security and exhaust exit hole. Anyone over engineering these will be classed as illegal and removed before racing. Rule of thumb, these should be a maximum of 25mm or 1" from the hole they are strengthening.

19.14. Aluminium plates riveted to the body may be used as temporary repair only.

19.15. 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. Both the old style plastic and the new style MMRA stamped aluminium spoilers are approved and must remain unaltered.

19.16. 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).

19.17. 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.

19.18. 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).

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

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

19.21. 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.

19.22. 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. 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.

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

19.24. 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.

19.25. 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".

19.26. An aluminium racing seat is required. Plastic, fibreglass, or homemade aluminium seats are not allowed. Seat may be repositioned within the confines of the existing interior. 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.

19.27. All cars must be equipped with an SFI rated window net on the Driver's side window. The minimum dimensions are 17" tall x 21" long. Ribbon or mesh type nets are allowed. The net must be in the "UP" position while car is on the track, covering $\frac{3}{4}$ 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.

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

19.29. All cars must be equipped with two rear view mirrors securely fastened to the car that can extend beyond the exterior vertical plane of the door panel by a maximum of 50mm. These must give you maximum all round vision from the driver's position.

19.30. 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, always, as part of their equipment, a fully charged fire extinguisher.

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

All race transporters and pit crew must have a 2kg fire extinguisher available for refuelling. If no extinguisher is present, you may be removed from the pit area.

20: CHASSIS REQUIREMENTS

20.1. CHASSIS REQUIREMENTS: All cars participating in an Event sanctioned by MASCAR Racing Ltd must be a complete car manufactured by BABY GRAND MFG. Inc. with the original chassis seal serial number issued by MASCAR Racing Ltd. The serial number seal is located on the near side driver hoop bar. All chassis and suspension related parts will have a security sticker applied and the serial numbers will be recorded for case of identification and confirmation of originality and legality. If any of these seals are tampered with or altered, the car will be considered illegal, until the owner provides MASCAR Racing Ltd with a legitimate reason as to why the seal has been tampered with or removed, and must purchase replacement seals from MASCAR Racing Ltd. Modifications to the main frame, floor pan, roll cage, pickup points, or shock mounts will not be permitted unless a letter has been issued from MASCAR Racing Ltd authorising the upgrades, or unless specific changes are allowed elsewhere in the rules. Brackets, plates, or bars may be welded to the chassis for mounting weights, fire bottle, second battery tray, or seat belt mounts. A skid plate may be installed to protect the oil pan. This skid plate cannot be wider than the main frame rails and cannot extend beyond the front or rear of the engine.

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

20.3. A chassis clearance may be made where the prop goes over the rear chassis frame to a maximum dimension of 120mm long x 25mm depth. It must be fully seam welded with original thickness steel or thicker to stop ingress of dirt and fluid and for added strength. The clearance is added to prevent chassis to prop damage and rubbing through of chassis only which can cause a weakness or damage to the prop shaft / Chassis if this accrues.

20.4. ORIGINAL PARTS. To compete in MASCAR Racing Ltd Sanctioned Events, all MASCAR STOCKCARS must use the Manufacturer's chassis (welded portion), bumpers, sway bar assembly, body or body replacement panels, headers and collector silencer, rear spoiler, Yamaha FJ1200, XJR1200, or XJR1300 engine, controlled tyres and wheels, and any performance related part that complies with this rule book and any other factory required components covered in these rules. The term "must use the Manufacturer's" or MASCAR STOCKCARS means that no aftermarket parts are allowed other than stipulated or agreed by MASCAR Racing Ltd in writing. All chassis and suspension related parts will have a security sticker applied and with the serial numbers recorded for case of identification and confirmation of originality and legality. If any of these seals are tampered with or altered, the car will be considered illegal, until the owner provides MASCAR Racing Ltd with a legitimate reason as to why the seal has been tampered with or removed, and must purchase replacement seals from MASCAR Racing Ltd. If you carry any spare parts, you MUST declare and produce these at the first meeting that you attend.

20.5. The MASCAR Racing Ltd front and rear bumpers, of stock shape and thickness, are required on the car any time the car is being operated at an Event. Reinforcing these bumpers is not allowed, as serious chassis damage or driver injury may occur. The correct factory bumper for the body style on the car must be run, and all bumpers must be fully covered by the body.

21: CONTROL ARMS

21.1. The upper control arms and the lower control arm and ball joints must remain the stock units as purchased from MASCAR Racing Ltd.

22: SWAY BARS

22.1. Only the MASCAR racing front sway bar assemblies, with no modifications can be used and must always remain connected as below. All parts including bars, mounting blocks, arms, etc. must remain as originally sold by MASCAR Racing Ltd. Rear stabiliser bars are not allowed. For the newer and old-style sway bars, the left connector tube between sway bar and lower control arm may be replaced with a section of chain measured to the same length as a standard turn buckle. At its maximum length, the chain must have a minimum breaking strain of 1 ton, this is at oval track Events only. There are 3 bars available for the new system from MASCAR Racing Ltd and they are all stamped "BG" and stamped with their minimum diameter of .600, .700,

or .875. Any broken chain or link bar or bolts brackets etc. on the sway bar will be classed as the car is illegal at Post Race Tech.

23: SHOCKS & SPRINGS

23.1. Only small bodied, coil-over shock units are allowed. Different brands of coil springs may be used, but only small bodied, 10-inch-long, 1 7/8 inch inside diameter springs are allowed. The original shock absorbers may be replaced with approved brands as only supplied by MASCAR Racing Ltd, with a choice of Avco or Pro Tech type. Pro tech shocks are built for MASCAR Racing Ltd only. They are not a standard over the counter shock; they are adjustable single valve shocks with valves as agreed with the manufacturers. All shocks will now be security sealed. Air filler valves, and shafts that can be rotated while on the car, are considered illegal. Spring rubbers or spacers for the attaching of the shocks of any material are allowed. The locking of platforms to stop unwinding i.e. tape, jubilee clips or roller washers will be allowed. Only one shock absorber to be fitted per corner. **Any person may buy any other drivers shocks after a meeting in the event of a two-day event this cannot take place until after that weekend at the cost of £120.00 per shock payable to the promotion, a brand-new shock will be issued after payment to the person whom shocks have been removed.**

23.2. Helper springs may be used to assist with the holding of the main spring in place when shocks are at max length only.

24: WEIGHT TRANSFER DEVICES

24.1. Devices designed to transfer weight of the car or change handling characteristics while racing is illegal, except for front sway bar. This includes, but not limited to, electrical, air, mechanical, or hydraulic devices other than shock absorbers and coil-over springs. The only device allowed in the driver's compartment for changing handling characteristics is the remote brake bias adjustment.

25: ENGINE REBUILDS

25.1. Engines may be built and refreshed by any person. It is recommended that one of the nominated MASCAR UK engine builders is used for this task. All engines will be sealed and will be subject to inspection by Tech Officer or a nominated engine builder. A report on any engine may be requested by the promoter at any time, and any suspect illegal parts will be retained for further inspection. This sealing will take place at the first meeting of each season. You will be required to have a 3mm hole drilled in the front clutch side Head fin and block fin in alignment. If for any reason the seal needs to be broken, you must contact the Promoter before doing so who may attend to ensure legality of the said engine even out of season. If any seal is broken without prior permission of the above, then disciplinary action may be taken as per disciplinary procedures section 15 & 16, and it will be deemed that the engine was illegal with a ban enforced.

If a new or replacement engine is fitted during the season this must be declared at the next Tech inspection and a period of one meetings grace will be given to have the seals fitted. **The old unit then must be presented to the promotion for an independent inspection within 1 month of removal from the car with seals intact if you do not comply with this ruling it will result in a penalty of a deduction of 600 championship points and a £100.00 fine.** Any costs of the strip and rebuild will be completely down to the driver/owner of the engine, as it will be deemed that the engine was worn out or needing a rebuild. If the engine is not required for rebuild by the owner, the engine may be stripped by the Tech Official or an assigned person for checking at no cost to either party and no responsibility will be held by MASCAR promotions or any representative for the rebuild of the engine. Any engine that is carried as a spare/back up unit is also subject to sealing and must be nominated as a spare unit to the promoter and can also be subject to any protest procedure.

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

Seals are fitted free of charge on new imported cars only. Second hand cars should have a seal intact. Any broken engine seals will have one meetings grace to have another fitted at a cost of £20.00 per seal including your chassis seal.

Any car that has been run in any other series or not imported and sealed via Mascar Racing will be subject to a full inspection held at our HQ to ensure compliance and legality at a cost to be confirmed at the time.

26: GENERAL ENGINE REQUIREMENTS

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

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

A. Changing cylinders. -or-

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

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

The cranking compression of any of the four cylinders cannot exceed 170 P.S.I., hot or cold as average over the 4 cylinders, after not more than 10 cranking revolutions including but not limited to, carbon build-up. A minimum of 296.97cc per cylinder must be maintained. Procedure for calculation of ccs per cylinder are as follows: BORE (mm) X BORE (mm) X STROKE (mm) X .0031416 = Engine Displacement in CC's Example: 78 X 78 X 63.8 X .0031416 = 1219cc, to get the volume for one (1) cylinder in CC's, simply divide by four (4). Example: $1219 \div 4 = 304.86\text{cc}$ Compression ratios (HEAD cc + DECK cc + 1 CYLINDER VOLUME) \div (HEAD cc + DECK cc) = CR Example: $(50\text{cc} + 9.06\text{cc} + 410.25\text{cc}) \div (50\text{cc} + 9.06\text{cc}) = 7.95$ OR 7.95:1 OR: $469.31 \div 59.06 = 7.95$ OR 7.95:1

26.3. No modifications can the heads, except for the following: Heads may be decked, but additional base gaskets may be needed to obtain correct compression. A 5-angle valve job is allowed. Valve seats and guides may be replaced as needed. Shortening of valve guides is prohibited. Cylinder port modifications are prohibited, including, but not limited to, porting and polishing. Combustion chambers may be matched, and cc balanced in accordance with specifications in section

A relief cut may be added to the combustion chamber, which must not exceed bore size. This will allow for a damaged combustion chamber to be repaired.

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

HEAD DIAMETER:

Intake 1.138" MIN./1.146" MAX.

Exhaust 0.980" MIN./0.988" MAX.

STEM OUTSIDE DIAMETER:

Intake 0.2156" MIN./0.2161" MAX.

Exhaust 0.2150" MIN./0.2155" MAX.

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

CAMSHAFT SPECIFICATIONS:

1. LOBE HEIGHT:

Intake: 1.411" MIN. / 1.419" MAX.

Exhaust: 1.411" MIN. / 1.419" MAX.

2. LOBE WIDTH:

Intake: 1.106" MIN. / 1.116" MAX.

Exhaust: 1.106" MIN. / 1.116" MAX.

3. INTAKE CAM PROFILE:

MAX. LIFT 315 +/- .002"

MAX. DURATION 233 +/- 1 DEGREE

4. EXHAUST CAM PROFILE:

MAX. LIFT 313 +/- .002"

MAX. DURATION 232 +/- 1 DEGREE

Camshaft sprockets may be slotted for degreasing of camshafts, or aftermarket cam gears may be used. Plastic cam chain tensioner may be replaced with metal. The head may be drilled for the addition of cam oiling kits. A washer may be used on the relief valve to increase oil pressure only and sump baffle plates may be fitted to reduce oil surge.

26.6. All cars must use the current Schoenfeld headers and Schoenfeld collectors as issued from MASCAR Racing Ltd. No aftermarket parts are allowed. No modifications are allowed, other than the following: Mounting tabs may be installed to secure collector to header tubes. Necessary changes for installation of monitoring equipment sensors as listed in section 34.1 are allowed. Headers may be wrapped or ceramic coated.

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

26.8. For water cooled engines – all major components of the system provided by MASCAR Racing Ltd including the water pump, radiator, and cylinders must remain stock unaltered. No aftermarket parts or modifications to the system will be allowed.

27: CLUTCH

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

28: OIL COOLERS & DUCTING

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

28.2. All breather lines must run above the engine to the back of the car into a tank – or to the front left-hand corner of the main chassis where it meets the bumper. An oil can with the top cut off is unacceptable for the rear of the car. An oil can may be used at the front of the car only.

28.3. No dry sump oil systems allowed.

29: ENGINE ELECTRONICS

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

30: DATA COLLECTION

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

31: ALTERNATOR

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

32: STARTER

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

33: BATTERY

33.1. The battery or batteries must be located outside the Driver's compartment and mounted as required in this section. It may be moved from the left to the right side of the car in a position it cannot be seen from the driver's area. If the battery is in the tunnel, it must be mounted behind the point of contact with nerve bar and main chassis rail. One battery must be installed in the car and fully connected to the electrical system while racing. A maximum of two batteries are allowed in the car. Gel cell batteries are allowed. Remote quick-charge terminals are allowed. Only 12-volt batteries are allowed; 16-volt batteries are prohibited.

34: CARBURETTORS

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

35: FUEL CELL

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

36: FUELS

36.1. 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.

36.2. The 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.

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

36.4. 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.

36.5. 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.

37: DRIVE TRAIN

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

38: REAR ENDS

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

39: BRAKES

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

39.2. Brake lines - the rubber section of the original braking lines system may be replaced with Steel flexi brake lines of any make at the driver's decision. Steel braided replacement kits are now available for all cars to replace the copper sections. All brakes must be working and free from leaks.

40: WHEEL SPECIFICATIONS

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

SIZE: 13" X 7"

MATERIAL: Steel only.

DESIGN: D whole or new spun style approved.

PATTERN: 4 Bolt.

BACKSET: 3" OR 3 ½ for AERO, 3" OR 3 ½" for Bassett only no other off set may be used.

SPACERS: Wheel spacers can achieve proper track width. Maximum track width.

COLOUR: Wheels come from the factory powder coated black, but wheels may be repainted any colour. Relief valves or bleeder valves are allowed. Tech inspectors may disqualify any damaged wheel that could create a safety hazard.

41: TYRE RULING

41.1. BRAND: Controlled Only Hoosier BG2006 (MASCAR) Slick and the Wet Hoosier D/s marking to be confirmed.

41.2. SIZE: 21x7x13 slick and 22x7x13 wet

Shore parameters for MASCAR tyres UK use 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. 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.

41.3. Tyre Numbers controlled. Only tyres purchased through the promoter 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.

41.4. 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.

41.5. 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 BG2006 – MASCAR slick tyre or the Hoosier D/S 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 MASCAR sanctioned or organised event.

41.6. New Tyre control – Each driver will be allocated 4 slicks and 4 wets at the start of the MASCAR 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. The initial allocation must be taken within 3 meetings from the start of the Mascar season unless a new driver joins within that season then they can take the 4 and 4, after the cut-off date on the 3rd meeting of the MASCAR season anyone not taking the initial 4 plus 4 can only have a max of two of each tyre, Upon the 6th meeting attended, you may take another two tyres of either type. Upon 10 meetings attended, you may take a further 2 more tyres of either type. Upon 14 meetings attended, you may then take a further 2 more tyres of either type up to a maximum of 14 tyres in total and a maximum of 8 of either type of tyre, i.e. as a maximum - 8 slicks 6 wets or 6 slicks 8 wets. Attended means signed on and raced at meetings include demo races you must complete the meetings before the tyres can be ordered.

Tyres, if unused, will be carried over to the following season / year. If you 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 in the section provided 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 immediately after that race. A Penalty will apply if the above is not carried out.

41.7. Any driver who enters the track on the complete wrong tyres for the current weather conditions 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 subject to chief stewards' decision.

41.8. 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.

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

42: WHEELBASE, TRACK, & WEIGHT LIMITS

42.1. Wheelbase, on either side of the car, must be within **76" to 76 1/2"**.

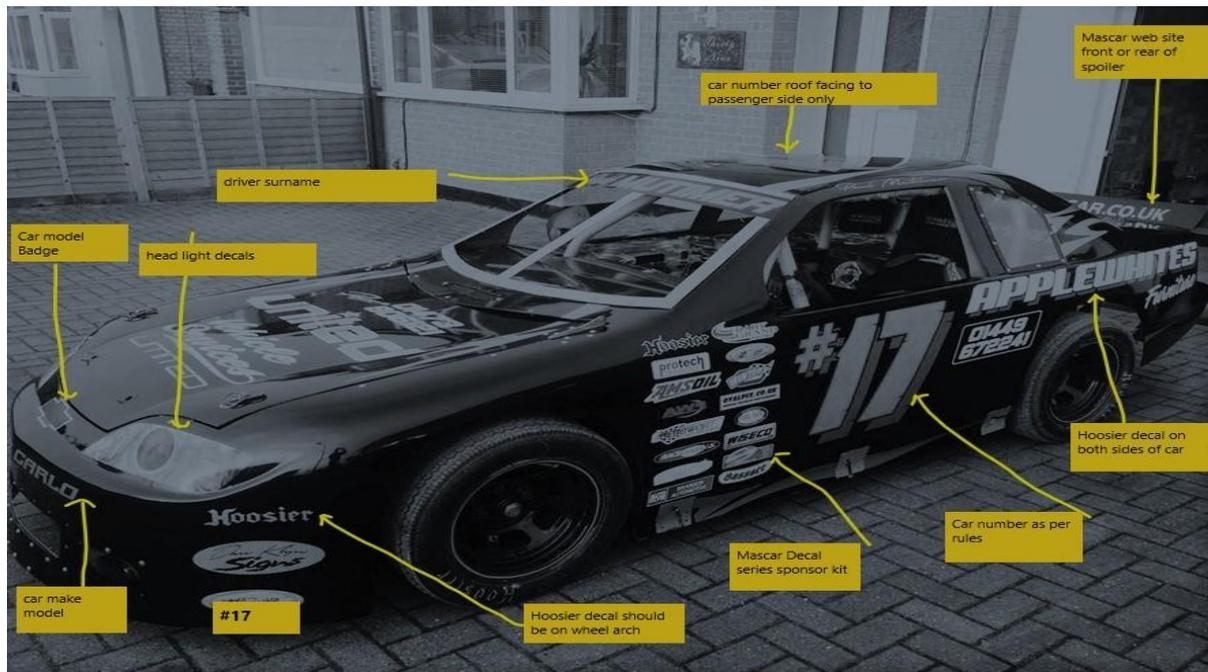
42.2. Front and rear track may not exceed **55 1/4"** measured from outside edge to outside edge of tyres including cambers.

42.3. Maximum track offset measured from frame to wheels may not exceed **1/2"** front or rear.

42.4. Minimum car weight including driver after a race **1500lbs or 681kgs**.

43: Series Decals diagram

43.1 See section 18 for full dimensions and further details.



Tow - stickers x 1 front 1 x rear.

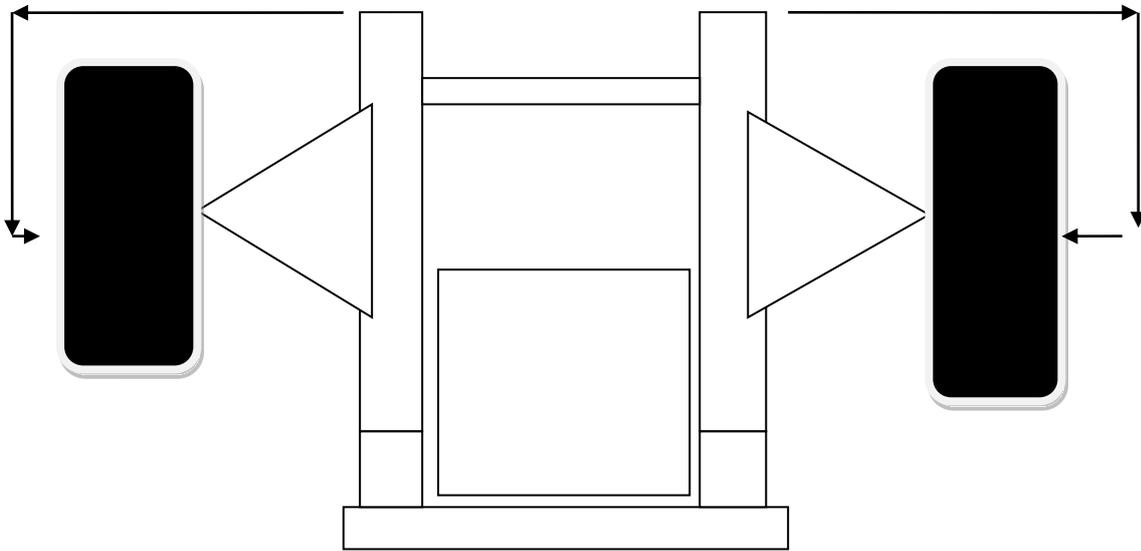
Isolator sticker next to battery cut off.

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

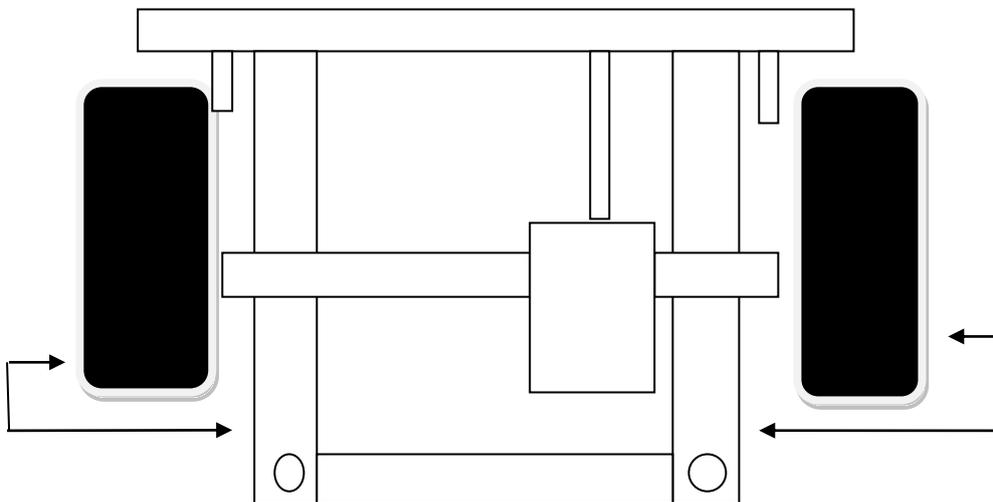
Your number should be on front left and rear right of car minimum 4".

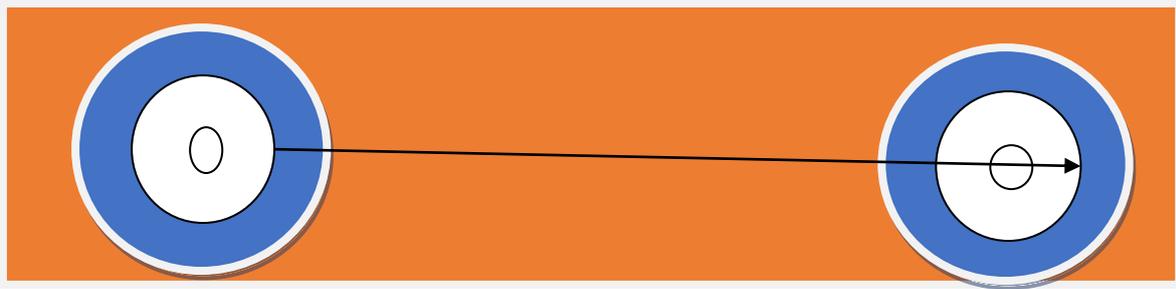
Measurement points for Tech

Front offset not to exceed ½” or 12.5mm measured from frame to inner centre wheel as below. Top view looking down.



Rear End - top view looking down. Offset not to exceed ½” or 12.5 mm measured from outer chassis rails on both sides of car to inner lip of wheel as below.





Wheel base to be measured from either front of rim to back of rim in either direction not to exceed 76.5" or be below 76"



Front and rear track will include tyre and camber and castor and will be measured as shown not to exceed 55 1/4" overall width.

No unauthorised changes to chassis or bodies may be made and genuine replacement parts used.

Please take note of the above as from now penalties will apply for anyone outside of the rules and regulations and cars sent to the rear of the grid for the next race.

44. DRIVER NOTES

2019 rule changes as highlighted above in red,

Note the chief Steward or Clark of the course is now fully responsible for the on-track incidents accidents and any penalties applied we are now just a go between relaying the calls via radio, Please read the whole rule book as some wording has changed to facilitate this.

