



2010
Junior Racing League
Rule Book



www.delawarespeedway.com

Version 1.0 – February 8, 2010

FORWARD

This current Junior Racing League Rule Book shall constitute the regulations and procedures governing the conduct of Junior Racing League organized/sanctioned events as specified by Delaware Speedway.

These rules, accept as amended, shall become effective as of date of publication and shall remain in effect (unless indicated otherwise) until superseded by the rules contained in the next revised Junior Racing League Rule Book. The rules are intended as a guide for the uniform conduct of the sport and no expressed or implied warranty of safety shall result from the publication of, or compliance with these rules. The Junior Racing League Rule Book has been carefully compiled by Delaware Speedway Officials with due consideration of the best interests of Stock Car racing for both the present and future of the sport.

Delaware Speedway urges you to carefully study the current Junior Racing League Rule Book to become familiar with all aspects of racing in the Junior Racing League program. By their participation in the Junior Racing League program, competitors will be deemed to have agreed to comply with these Junior Racing League rules and subsequent amendments.

**FOR FURTHER INFORMATION
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Revision History - 2010		
New/Revised	Section	Description
Revised	RACE DRIVER LICENSE	<p>Changed:</p> <p>1. All drivers must be at least 8 years of age (as of date of first scheduled race of the year in which they are competing) and no older than 18 years of age (as of date of first scheduled race of the year in which they are competing).</p> <p>To:</p> <p>1. All drivers must be at least 8 years of age (as of date of first scheduled race of the year in which they are competing) and no older than 17 years of age (as of date of first scheduled race of the year in which they are competing).</p>
Revised	RACE DRIVER LICENSE	<p>Changed:</p> <p>3. The Junior Racing League reserves the right to change Junior and Senior graduation ages as required to balance the size of each division and / or to maintain car counts. For 2009 season only, Senior maximum age raised to 18 years of age.</p> <p>To:</p> <p>3. The Junior Racing League reserves the right to change Junior and Senior graduation ages as required to balance the size of each division and / or to maintain car counts. For 2009 season only, Senior maximum age raised to 18 years of age.</p>
Deleted	Points	8 Driver receives 20 points once a season for displaying car and staffing JRL area on a Friday or weekend event not including JRL sponsor night.
New	Classroom Award	2. Make up tests can only be written for classroom sessions attended by the driver.
Revised	Class Requirements	<p>Changed:</p> <p>WHEELBASE- TRACK WIDTH All cars must retain stock wheel base.</p> <p>To:</p> <p>WHEELBASE- TRACK WIDTH All cars must retain stock wheel base of 60 inches</p>
New (added)	Scoring Rules	<p>2 RE-STARTS (Red or Yellow Flag and/or Lights)</p> <p>a) Restart formation is at the discretion of Junior Racing League officials and will be decided prior to race events. Restart formation may be changed during the event i.e. to single file at the discretion of Junior Racing League Officials.</p>

RULEBOOK DISCLAIMER

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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

LICENSES-GENERAL

1. A license must be obtained before a race car driver can take part in any Junior Racing League event.
2. Delaware Speedway will issue all licenses from their headquarters.
3. All license applicants are subject to approval or rejection by Delaware Speedway. Licenses are not transferable.
4. Any attempt to allow someone else to use license will be subject to disciplinary action.

RACE DRIVER LICENSE

1. All drivers must be at least 8 years of age (as of date of first scheduled race of the year in which they are competing) and no older than 17 years of age (as of date of first scheduled race of the year in which they are competing).
2. Junior division drivers may be no older than 12 years of age as of date of first scheduled race of the year in which they are competing.
3. The Junior Racing League reserves the right to change Junior and Senior graduation ages as required to balance the size of each division and / or to maintain car counts.
4. All drivers are required to submit to a physical examination whenever requested by a Junior Racing League official.

NON-COMPETITIVE DRIVER LICENSE

1. All drivers must become eight years of age by Dec 31st in the year in which they are participating. Drivers over the age of eight are not eligible to apply for a non-competitive license.
2. Non-Competitive drivers restricted to participation in Junior practices and classroom sessions only.
3. Non-Competitive drivers do not qualify for any year end scholarships or awards.
4. Non-Competitive license can be upgraded to a Race license during the race season at the discretion of the Junior Racing League and upon payment of the difference between the Race and Non-Competitive licensing fee.
5. All other Junior Racing League rules and regulations apply to driver, crew and race car.
6. All drivers are required to submit to a physical examination whenever requested by a Junior Racing League official.

RACE CAR LICENSE

1. A license must be obtained before a race car can take part in any Junior Racing League sanctioned event.
2. Delaware Speedway will assign numbers on a first request basis as license applications are received. Numbers assigned from previous year will be held until the due date. (see license regulations)
3. Delaware Speedway will assign a requested car number when possible.
4. Upon sale of a licensed car, the old number may be used by the new owner subject to written permission of the original registered owner.
5. Delaware Speedway will assist in the assignment of car numbers.
6. To retain a number the following year, you must compete in 80% of the scheduled events. Special waiver may be granted at the discretion of Delaware Speedway.
7. Prizes and/or awards will be presented to the driver only unless otherwise specified in writing.

LICENSING FEES

Junior Racing League Driver \$150.00 if paid by last day of early bird date specified on registration form and \$200.00 after that.

Junior Racing League Non-Competitive License \$60.00

NOTE: All Junior Racing League licensee's are and shall be independent contractors and shall use their own methods in performing their duties in accordance with Junior Racing League rules as they may be amended from time to time. Licensee shall furnish any tools, supplies or materials, which he deems necessary to perform his duties. Licensee shall be responsible for compensating, and shall be responsible for all members, employees or agents. Licensee assumes and takes full responsibility for reporting and paying to the appropriate authorities all charges, premiums and taxes, if any, due or payable on any funds or prizes the licensee may receive as a result of his duties and/or activities as a Junior Racing League member, driver or owner.

LICENSE REGULATIONS

- 1 All Junior Racing League driver licenses must be available and presented to Junior Racing League officials upon request. If no license is available, a new or replacement license must be purchased.
- 2 Any injured or suspended license holder shall not participate in any event without approval of a Junior Racing League official. Junior Racing League reserves the right to request a doctor's release at any time.

GENERAL REGULATIONS

1. No intoxicating or controlled substances are to be consumed by anyone entering the pit area.
2. Before entering the race area, a release, registration and/or entry forms must be signed by driver, owner and crew members.
3. All drivers and crew shall appear at the track in clean clothes. Car body and number must be clean. Both crew and car will be judged by their appearance.
4. The driver, owner or crew chief assumes actions for his pit crew/team members.
5. Drivers, owners and/or mechanics shall have no claims against, or cause of action for damages, expenses or otherwise against Junior Racing League, Delaware Speedway or its officials or promoter by reason of disqualification or damage to either car, driver or both.
6. Any car may be mechanically inspected by Junior Racing League officials at any time.
7. Abuse of Junior Racing League officials and use of improper language at any time is strictly prohibited.
8. Junior Racing League officials reserve the right to reject or allow the entry of any car or driver.
9. No owners, mechanics or crewmembers are allowed on the racing surface at any time.
10. No riders in or on cars, or riding on trailers or trucks on speedway properties.
11. Entry blank waivers and/or entry fees are non-refundable and non-transferable. Any late entry may be rejected, penalized and/or fined. Each entry blank will specify deadline date.
12. All drivers and/or participants may be subject to a random drug test
13. Drivers license may be revoked if car does not meet rules and/or specifications.
14. Each registered Junior Racing League driver will receive one complimentary ticket to the Junior Racing League Awards Banquet providing they have 80% attendance or higher. 80% attendance must also be maintained in order to receive any awards at season end.

VIDEO TAPING

1. Only video tape taken by videotographers designated by the Junior Racing League will be considered.
2. Video tape will only be considered for review to correct scoring errors.

POLICY re: ILLEGAL DRUGS OR SUBSTANCES

- 1 **ILLEGAL DRUGS - DEFINITION:** Illegal drugs are those substances defined and prohibited by provincial and/or federal laws.
- 2 **GENERAL PROHIBITION:** Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form by any participant at the host track, either on the grounds or in any area considered to be used in the operation of the speedway, such as parking lots or leased properties or by any participant in any Junior Racing League sanctioned events.
- 3 **PARTICIPANT - DEFINITION:** A participant is any person taking part in any event at the host track or any Junior Racing League sanctioned event in any form, including but not restricted to drivers, car

owners, mechanics, crew members, sponsors, track officials or observers. All such persons shall be considered public figures who have, by their own choice, become involved in auto racing events at the host track or Junior Racing League sanctioned events, with full understanding that he/she must abide by the rules and regulations established and published or announced by the host track or Junior Racing League.

- 4 VIOLATION AND PENALTIES: Any person found to be in possession or under the influence of an illegal drug or substance on the speedway property, as defined above, or at any Junior Racing League sanctioned event, or any person who is arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, or any person who is formally charged by a Court of Law with illegal drug violations, SHALL BE SUBJECT TO THE FOLLOWING PENALTIES BY THE HOST TRACK AND Junior Racing League.
- a) Suspension from competition and eviction from the speedway property or from Junior Racing League sanctioned events for a period to be determined by the Speedway or Junior Racing League officials.
 - b) Any participant who is formally charged by a Court of Law with an illegal drug violation, upon notification to the host track or to Junior Racing League officials by that agency shall be suspended from all forms of participation at the host track or from Junior Racing League sanctioned events until such time that the charges are fully adjudicated through the legal process. Any participant convicted of a formal drug charge by any such process of law will be prohibited from taking part in any host track events or Junior Racing League sanctioned events for a minimum period of "ONE YEAR" from the date of conviction.
- 5 APPEAL AND HEARING: Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by the host track or Junior Racing League, provided the suspended participant requests such a hearing in writing, within 14 calendar days from the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.
- 6 REINSTATEMENT: A participant suspended for violation of these rules, except in the case of persons charged with selling drugs, may as a result of a decision reached through the hearing process detailed above, be reinstated if it is mutually agreed that the participant (AT HIS OR HER OWN EXPENSE) will produce documentation from a physician licensed by the Province or State, certifying that he or she is not drug-dependent as a result of random and periodical examinations and urinalysis testing made at the request of the host track or Junior Racing League.
- 7 PRESCRIBED DRUGS: If a participant is using prescription drugs on the advise of a physician, such use must be reported to the chief Pit Steward or Racing Director prior to the participants entry into the Speedway activities or Junior Racing League Sanctioned events. Failure to notify these people will subject the participant to penalties as described above.

SAFETY REGULATIONS

- 1 Before any car may take place in a sanctioned race meet, it is subject to inspection by Junior Racing League officials.
- 2 It is MANDATORY that driver's helmets meet Snell standards for this division and that drivers wear suits of fire resistant material that effectively covers the body from neck to ankles and wrists. It is also highly recommended that drivers wear complete, full coverage fire resistant underwear, balaclava, gloves and socks.
- 3 The head or arm of any driver shall not extend outside the doors of a closed body race car while driven in any event on the track.
- 4 Official starter must be at his post before any race cars are allowed on the track for warm-up.
- 5 No race, time trial or warm-up shall start unless there is adequate safety and emergency equipment and personal on the track premises.
- 6 Only one person shall occupy a car at any time.
- 7 At no time will non-competing members be allowed on or across track or infield unless approved by Junior Racing League official.
- 8 No one under the age of 8 is allowed in the pits other than those registered and have complied with all regulations under the Junior Racing League program.
- 9 When a driver is directed to leave the track for a suspected safety infraction the driver can only reenter the race from pit road.

DEFINITION OF BEHAVIOUR

Anyone who, by word or by deed, impedes, jeopardizes or in any manner hinders the smooth and orderly presentation of the racing program, or anyone who commits, or causes to be committed, any detriments to stock car racing, Junior Racing League and/or the host speedway may/will be considered to have abused the privileges of membership, entry and/or admission granted by Junior Racing League and/or the host speedway and may be subject to the revoking of those privileges and/or disqualification as may be deemed proper by the management or designated official. Drivers are responsible for the sportsmanlike conduct of anyone in their crew and penalties incurred by a crewmember may affect driver.

DEFINITION OF DISQUALIFICATION

To make a driver or car ineligible from participating in an event or from further participating in an event or from receiving credit for an official finishing position, with the resulting loss of prize monies and points for that event and possible fine and/or suspension of driver, owner or crew.

DEFINITION OF SUSPENSION

Loss of Junior Racing League license indefinitely, or for a period of time.

PRE-RACE PROCEDURE

- 1 All cars must first pass through technical and safety inspection and receive approval sticker prior to each event. No car will be allowed on the track for either practice or competition without the approval sticker.
- 2 Any car receiving inspection sticker will be considered a legal entry, but is subject to further inspection as a result of an officials decision or a valid protest. The original inspection and resulting decisions shall be superseded by such further inspection and resulting decisions.
- 3 Junior Racing League officials must be notified of changes of driver prior to driver change.
- 4 Race car shall only be driven by a Junior Racing League member holding a valid Junior Racing League license.
- 5 When a drivers meeting is called, it is mandatory for all drivers to attend. Failure to acknowledge presence at roll call will result in a scratch starting position, fine or both in the feature event and no protest privileges will be granted.

QUALIFYING PROCEDURE

- 1 Only one car may be qualified by a driver unless permission is secured by Junior Racing League officials. A driver must start the last car he qualifies. Only one driver per division can qualify each registered car number.
- 2 If a qualified car is unable to start the feature, the qualified driver may arrange the use of another pre-entered, pre-teched and hot lapped car and start the feature at the rear of the qualified field after notifying Junior Racing League officials.
- 3 Limit of one driver change and car number change per race meet. Points will be awarded to the driver starting the feature, not the substitute driver.
- 4 Starting position will be determined by qualifying heats, time trials, handicap point system, order of registration and/or random draw. Method used will be agreed upon by Junior Racing League officials and will be brought to the drivers attention before the race.
- 5 Delayed features (ie. rain dates) of more than 24 hours will be subject to special provisions. Qualified race cars that have been damaged may be replaced with an alternate Junior Racing League legal entry and resume in scratch position. Qualified drivers that may have been injured or can't meet their commitment may be replaced with an alternate licensed Junior Racing League driver in scratch position.
- 6 Junior Racing League may exercise the option of adding additional starting positions over and above those advertised prior to the event.

QUALIFYING HEATS

- 1 Starting position in qualifying heats may be determined by random draw, time trial or assigned by handicapper using the documented handicapping procedure which is based on previous performance race points.
- 2 Starting line-up will be announced and posted and cars must be aligned according to instructions from Junior Racing League officials. Failure to be in assigned position when event is called to the track will result in forfeiture of position.
- 3 Cars in the first heat of the night must be in position prior to the drivers meeting. Cars for the next heat line up immediately after the heat in front of them enters the race track.
- 4 In the interest of safety, Junior Division rookies will start scratch for the first three race nights of the season. Junior Racing League Officials reserve the right to start new Senior Division drivers to the Junior Racing League program in scratch position for the first three races of the season.

TIME TRIALS

- 1 Order of time trial may be determined by draw or random order.
- 2 All cars qualifying through time trials must do so in the designated time allowed.
- 3 Two timed laps will be recorded with the fastest time being the official qualifying time. If a competitor's time is affected by a timing system malfunction, the competitor has the option of re-timing one or both laps depending on when the malfunction occurred. The option to re-time is:
 - a) to get back to the front of the line as soon as possible and wait for instructions to take the balance of the time trial, or
 - b) proceed to the rear of the field being timed.The competitor, on notification of a problem, must immediately notify the proper Junior Racing League official as to which option he will take. No adjustments may be made to the car between the previous attempt to qualify and this attempt.
- 4 Any competitor who starts the 1st timed lap may not enter the pit area for adjustments prior to the 2nd timed lap.
- 5 When time trials are held on the previous day, Junior Racing League reserves the right to seal engines or impound race cars.

STARTING LINE-UPS AND HANDICAPPING

Qualifying Heats:

- 1 Starting position in qualifying heats will be based on an average of total accumulated heat and feature race points of the last three races in which the driver competed. Note: If the driver has raced in only two events, then average is based on those two events only OR if the driver has competed in only one event then average is based on that event only.
- 2 The handicapper will list the drivers ranked from lowest race points average down to highest race points averages. The list will be split into heat races of approximately the same size.
- 3 Under a two heat race system, the drivers in the first half of the list will be heat race #1. The first driver in the list will be on the pole of that heat with the other drivers filling in the remaining positions in the order they were ranked. The same approach will be taken for heat race #2 with drivers in that heat.

NOTE: Delaware Speedway reserves the right to add additional heat races at official's discretion.

Race

- 1 Starting positions in the feature race are based on the finishing positions from the qualifying heat races.
- 2 The top four cars from the first heat are inverted and are placed at the front of the feature line up. For example: The fourth place car from heat race 1 will be scheduled to start on the pole (first position), the third place car on the outside pole and so on. Note: See chart below for examples.
- 3 The top four cars from the second heat race are inverted and placed in the line up after the first four cars from heat race 1. The fourth place car from heat race 2 will be scheduled to start fifth in the feature race.

- 4 The remaining cars from heat race 1 and 2 are then placed in the line up in heat race finish. For example the 5th place car from heat 1 will be ninth, the 5th place car from heat 2 will be tenth and so on.
- 5 Any car(s) that did not finish the heat starts behind the cars that qualified.
- 6 Any car(s) that did not start the heat starts at the very end of the feature race lineup behind the non-finishers.
- 7 The table below shows a simplified starting line up based on heat race finish positions:

Feature Race Starting Position	Heat Race Finish
Pole	4 th Place, 1 st Heat
2	3 rd Place, 1 st Heat
3	2 nd Place, 1 st Heat
4	1 st Place, 1 st Heat
5	4 th Place, 2 nd Heat
6	3 rd Place, 2 nd Heat
7	2 nd Place, 2 nd Heat
8	1 st Place, 2 nd heat
9	5 th Place, 1 st Heat
10	5 th Place , 2 nd Heat
11	6 th Place, 1 st Heat
12	6 th Place, 2 nd Heat
13	Non-finisher 1 st / 2 nd Heat
14	Non- starter 1 st / 2 nd heat

RACE PROCEDURE

- 1 All drivers must be ready to compete in the event for which they are scheduled. Any driver not ready to compete when called will be sent to the rear of the field or let out of the days racing events at the discretion of Junior Racing League officials.
- 2 Racing may be started at the discretion of the starter/official in charge, once drivers have been signaled to be ready. Cars not in position will be placed at the discretion of Junior Racing League officials.
- 3 Any driver missing the initial green flag of any race will not be allowed to enter the race.
 - a) In the event of a driver change during the race, the initial car and driver must complete the first official green flag lap (pace laps do not count) in order to receive points. Otherwise points are awarded to the relief driver. No driver changes will be permitted from the start of pace laps until after the completion of the first official green flag lap.
 - b) Points will be awarded to the driver starting the main feature, not the substitute driver.
- 4 Any car that does not fire or pulls off the track while on the pace laps will be put to the rear of the field. The field will adjust by moving that line into the vacant spot.
- 5 Pace laps are set at the discretion of the starter.
- 6 Whenever it becomes unsafe or dangerous to continue a race within the discretion of the starter or officials, a race may be stopped.
- 7 When a race is stopped after the completion of a lap, cars shall line up in the order in which they were running at the completion of the last lap, except those involved in the accident, if any, who will start at the rear of the field. Regardless of the number of laps covered, this rule shall apply at all times and, in the event that enough laps have not been covered for the race to be called complete, drivers will be scored and on the positions they would have held in the restart.
- 8 At least the leader shall cover the advertised laps of the race if possible.
- 9 All races shall be considered finished at the discretion of the official in charge.
- 10 Caution flags may be counted as completed laps as designated. At designated races and tracks, races will end on green flag whenever possible. Procedure regarding caution laps and ending race on green flag to

be brought to drivers attention before the race.

- 11 While on race track, all drivers/cars are under the command and control of starter who will communicate his decision and/or instructions by means of flags or corresponding signal lights. Starter's decisions shall be final and subject only to a valid protest filed according to protest procedure.
- 12 In the interest of safety, Junior Division rookies will start scratch for the first three race nights of the season. Junior Racing League Officials reserve the right to start new Senior Division drivers to the Junior Racing League program in scratch position for the first three races of the season.
- 13 If the Starter is not satisfied with a start / restart the starter can choose to go to Caution before a full lap is completed.
- 14 During a start/restart a Driver(s) is allowed one false start / restart, if driver causes a second false start/restart , driver(s) will be put to the rear of the field behind cars on the same lap.

PIT STOP PROCEDURE

- 1 When a car enters the pit road (max. 15 kmh.) the car must come to a complete stop within its designated pit slot before any work is begun.
- 2 Driver must not be in car during refueling.
- 3 When a pit stop is utilized on pit road, an approved fire extinguisher type "C" must be located within that pit slot.
- 4 Major repairs to the race car may only be performed behind the pit wall.
- 5 Only one (1) jack may be used for any pit stop involving tire changes. The same jack must be used when changing tires on the left and rights side during the pit stop. If a car falls off the jack, a second jack may be used to facilitate the use of the first jack.
- 6 Up to two (2) manual wrenches may be used to change tires.
- 7 When tires are changed on a pit stop, all lug nuts must be tightened on that pit stop or the car will be brought back into the pits and a penalty will be assessed.
- 8 No car may be pushed past the stop & go man at the end of the pit road. After the start of the race, cars may be started by hand, pushing in the pit area only.
- 9 Race cars running over jack or air hoses, dragging equipment out of the pit area, etc., or not having properly sealed gas cap will have to return to the pit area and will be assessed a time or lap penalty. Penalties will only be assessed on the observation of a violation by a Junior Racing League official..
- 10 In the event of a caution, no car is allowed to pass the pace car.
- 11 Cars returning to the racecourse while the caution flag is out must wait for the rear end of the field in line behind the pace car or as directed by the stop and go person.
- 13 On tracks that have recessed pit areas, the finish line shall be considered to extend from the outside track retaining wall to the inside pit wall and any car rolling through the pits under its own power may receive the white flag, yellow flag or checkered flag.
- 14 Pit lane entry person may be utilized at certain race events. Disregard of the flag person or stop & go person may result in a penalty.

PROTESTS

- 1 A legal protest may be filed according to protest procedures only by the driver of an officially entered team and who is a registered member with Junior Racing League.
- 2 Protests can not be lodged against a driver/car in another division.
- 3 Protests of any nature must be accompanied by a cash bond and within time period as specified.
- 4 Any competitor against whom a protest is lodged shall have the right to file answers to the charges.
- 5 Junior Racing League reserves the right to impound any car for inspection purposes. Refusal to comply with this request will result in disqualification, fine and/or penalty.
- 6 Junior Racing League reserves the right to confiscate any part and/or equipment illegally used or found during an inspection.

TYPES OF PROTESTS AND FEES

- 1 OFFICIAL DECISION: In progress race decisions of starter and/or head scorer will be considered final and race in progress will be completed accordingly. Any protest of official decisions must be filed,

according to protest procedures, immediately after the completion of race in which protested decision was made. No protest fee will be required.

2 **TECHNICAL INFRACTION:** Visual protest of any infraction relating to equipment which is outwardly visible and/or accessible to inspection without the use of tools. Protest fee of \$25.00 (in cash) must accompany the protest.

Non-visible protest of any infraction relating to equipment requiring the use of tools to remove or make accessible to inspect the protested part and/or equipment. Work necessary to permit inspection must be performed by protested driver or his/her designated crew members. Protest fee of \$50.00 (in cash) must accompany protest.

PROTEST PROCEDURE

1 Request protest/claim form from information office. Fill out all information requested on form application to protest being filed and return completed form to information officer along with required fee in cash. Information officer will relay your protest to proper officials and advise you when and where to report for a hearing and/or further action relative to your complaint.

2 Protest/claim form will require the following information:

- Complainants name, membership number, race division, car number and signature.
- Name, car number and race division of car/driver being protested.
- Type of complaint (ie: Decision, Technical -visual, non-visual) and fee required will be indicated on the form. In space provided, indicate precisely the subject, nature and extent of your complaint.

3 Technical protests or claims must be filed with information officer before start of feature race in complaints division. Protest of feature race decision or results must be made within 15 minutes from the time feature results are posted.

4 Only valid protests will be recognized. To be valid, protests must be:

- on designated protest claim form.
- made by a registered and competing (in that meet) driver against car/driver in same division; filed within stipulated deadline.
- precise and complete with regards to nature, subject and required information concerning protest.

5 In the event of circumstances preventing the resolution of a protest at the track, any and all affected fees, positions, monies, and/or points will be held in limbo by management until the protest has been resolved at a later meeting of officials and/or registered drivers directly involved in the protest. Resolution and results will be made public at or before next scheduled race meet. Every attempt will be made, however, to resolve protest situations at track and on date of protest.

6 If a protest is upheld, the protest fee will be refunded to the complainant. If protest car is found legal with regards to specific protest, the protest fee will be awarded to the car/driver.

NOTE: In the processing of a protest, the information officer will neither make nor be involved in any decision regarding the protest, but rather will act in a purely liaison capacity. Harassment of information officer or any track official regarding a protest may result in the protest being declared null and void and the forfeiture of the protest fee. Similarly, any protest, other than a valid written protest filed according to protest procedure, will be null and void and will be considered a violation of the behavior code. Any inspection and resulting decision initiated by a valid protest will be confined to the stipulations of the written protest. Any further inspection beyond the stipulation of the protest will be at official's discretion and will be considered a separate action from the protest. Protest will be ruled and fee awarded accordingly before further inspection will proceed.

APPEALS

1 Right of appeal is given to any Junior Racing League member who has been penalized for any infraction of rules, regulations or specifications of Junior Racing League with exception of the black flag.

2 Appeal must be made within five (5) days after notification and shall be made in writing to Delaware Speedway headquarters.

3 Hearing shall be held by Junior Racing League and decisions made within ten (10) days.

4 Decisions made by Junior Racing Leagues on appeals shall be final.

INSPECTIONS

- 1 Junior Racing League official in charge of race meet shall determine the method and type of car inspection, number of cars to be inspected and reserve the right to impound cars/parts competing in the sanctioned race.
- 2 Junior Racing League officials assume no responsibility for impounded cars/parts.
- 3 Junior Racing League officials reserve the right to set up an impound area and determine how many people are allowed in this area.
- 4 Junior Racing League officials reserve the right to:
 - Confiscate any part and/or equipment illegally used or found during an inspection.
 - Temporarily confiscate parts or complete engine for additional post race inspection. Illegal parts will not be returned.

PENALTIES

- 1 Violation of any rule or regulation of Junior Racing League by licensed member may be penalized by disqualification, suspension and/or fine.
- 2 Failure to sign releases and registration forms by driver, parents, car owners or mechanics automatically disqualifies them and forfeits all prizes, monies and points in the race.
- 3 Any driver, owner, crew member and/or car may be expelled from pit area and competition while under suspension and/or fine.
- 4 Any driver, car owner or mechanic who takes part in any demonstration or fights on the track, in the pit or surrounding premises before, during or after an event shall be subject to suspension.
- 5 Until suspension is lifted, the car with which the suspended member is registered may be restricted from competing if suspension is for demonstration or fights.
- 6 Any driver, car owner or mechanic who fails to notify Junior Racing League officials of any change in driver, or permits a car to be driven in a race meet by an unlicensed person shall be subject to suspension.
- 7 Actions of Junior Racing League members considered detrimental to association shall be subject to suspension.
- 8 Abuse, assault or threat to do bodily injury by any drivers, car owners or mechanics to any official or persons serving under their orders shall be grounds for suspension.
- 9 Any vacated position found illegal by disqualification in any division, entries will not be moved up. All finishing positions will be retained and any awards for disqualified positions will be put into points fund. If winner is found illegal, he/she will lose the winning amount and may also be penalized a fine not to exceed the winning amount posted.

THE FLAGS

Knowledge of the flags and the message they convey is vitally important to a race car driver. His/her safety and that of others drivers in a race may depend on his/her recognition and response to a flag signal from the starter or corner flag person. Seven basic flag signals are the starters sole means of communication with drivers. Five of these signals could be categorized as "general information" and are displayed to all cars competing in an event. Two of the flags are used by the starter to convey specific instructions to individual drivers.

GREEN FLAG

Indicates the race is in progress. All cars on the track may start racing immediately. With the exception of accident avoidance, passing can only occur on the right prior to the car crossing the start / finish line. No car, which is not on the track when the green flag is displayed, may enter or re-enter race in progress. No car returning to the pit area while green flag is being displayed may re-enter the race while race is in progress, as indicated by the green flag unless otherwise instructed. A car returning to the race during a stoppage must wait until starter signals it is safe to do so.

YELLOW FLAG

The yellow flag signifies caution and this flag will be given to the first car past the starter or corner flag person. After the yellow flag is displayed, cars must hold position (unless entering the pit area) until the green flag is again displayed or the red which would automatically stop the race or the checkered which

would complete the race. Cars must slow down on all yellow flags. At the discretion of the starter and on the last lap only, track corner cautions may be possible without a full course caution. Drivers receiving the caution flag on the last lap must hold position and will be scored in the order of the last scored lap. In the event a safety car is used, no car, under any circumstances, may pass the safety car unless directed to do so by Junior Racing League officials. Drivers must wait for the safety car to pass to pick up the lead car. Safety car will lead race until green flag is displayed. Drivers failing to abide by yellow or caution flag rule are subject to immediate disqualification by starter with black flag. Drivers may be penalized one lap or more for each car passed while under yellow flag. Also any driver falling out of position for any reason may be required to go to rear of field.

RED FLAG

The red flag means that the race must be stopped immediately regardless of the position of the cars on the track. Drivers should stop their car as quickly and safely as possible without causing further mishap. The red flag may be used if, in the opinion of the starter, the track is unsafe to continue to race. Cars should be brought to starting line, if possible, and kept on the track racing surface. No repairs of any kind will be permitted on the track when the race is halted due to a red flag.

CROSSED FLAGS

Two furled flags, held in a crossed position resembling the letter "X", indicates the leader has passed the halfway point of the race.

BLUE FLAG WITH DIAGONAL STRIPE

Yield right of way to overtaking car. A driver receiving this "passing room" signal is informed that he is or shortly will be impeding a faster car (not necessarily the leader) which is about to overtake and pass him. He is further instructed to move to the left or inside of the track and yield room on the right or outside of the track to allow faster car to overtake and pass safely. 'Passing room' flag will be used at starters discretion and not necessarily given to all lapped or slower moving cars. Cars, which in the starters opinion are moving too slowly and may represent an impediment, will be given a black flag. A driver failing to obey the blue flag may be given the black flag.

BLACK FLAG

Leave the track as quickly and safely as possible and report to pit area. A driver receiving this signal is informed that, for some reason or set of circumstances, he must cease racing immediately and leave the track without stopping or otherwise impeding traffic in the race in progress. The black flag may signify a disqualification due to a rule infraction such as unsportsman like driving, or failure to obey the starter's signals. The black flag may also indicate that the car may be unsafe and/or presenting a race hazard either because its mechanical condition (ie: on fire, losing parts, spilling or leaking fluid) or because of the way its being operated (i.e. being driven erratically or too slowly so as to impede other traffic). Regardless of the reason, a black flagged car must report immediately to pit area for consultation with officials who will inform the driver the reason for the black flag, and of the conditions whereby he may re-enter the race according to the rules. Failure to comply with the black flag after three consecutive laps will result in discontinuance of scoring.

WHITE FLAG

Indicates that the lap in progress is the final lap under the current conditions. When used prior to start or re-start of race, a white flag indicates the green flag will be displayed for the start of the next lap. When displayed while green flag is in effect, white flag indicates that the lap in progress is the last lap of the race.

CHECKERED FLAG

Indicates that the lap being completed is the last lap of the race for each car receiving the checkered flag as it crosses the start/finish line. The winner of the race shall be the car that first crosses the finish line having completed the designated number of laps for that event. If circumstances cause the race to be ruled complete before the originally designated number of laps has been run, the designated number of laps shall then be the number of laps completed when the race was halted and finishing positions will be determined by the head scorer.

SCORING RULES

1 START OF RACE:

- a) Cars will line up in the designated area.
- b) At the signal from the starter, the front cars will start the field in motion and exit at the designated area.
- c) The two (2) lead cars will keep side by side formation until they are given the green flag.
- d) All remaining cars must stay in line behind the lead cars until they are given the green flag.

2 RE-STARTS (Red or Yellow Flag and/or Lights)

- a) Restart formation is at the discretion of Junior Racing League officials and will be decided prior to race events. Restart formation may be changed during the event i.e. to single file at the discretion of Junior Racing League Officials.
- b) If a caution flag is thrown before one lap is completed, all cars (except those involved in the accident or those that made a pit stop) will start in their original positions. Cars classified as being involved in an accident or those which make a pit stop will restart behind those cars not involved in the order that they were running or in the order they return to the field.
- c) After the completion of the first lap but before the start of the last lap, the cars will line up in the order in which they were running on the previous lap. All cars classified as accident cars will restart at the rear of the field in the order that they return to the lineup.
- d) If enough laps have been completed (i.e. one half (1/2) the advertised distance plus one (1) lap) to consider the race complete, the restart lineup will be considered the finish and normal scoring procedures will apply.
NOTE: Under certain conditions (ie: end of season) the above rule 2d may be used before half (1/2) the advertised distance has been completed.
- e) During the last lap, the race will be called with classified accident cars assuming scratch positions with the exception of all cars taking the checkered flag before the red or yellow flag and/or light and will be scored according to order they crossed the finish line using normal scoring procedures.

3 Any car spinning out and lingering long enough to cause a yellow or red flag will be restarted at the rear of the field and may, at the starters discretion, be penalized one lap for delay of the race.

4 Classifying of cars as being involved in an accident shall be at the discretion of the scoring team.

5 In the event a car does not maintain his position during a restart, the driver will be penalized the same number of positions from the drivers final finishing position as the number of cars passed during the infraction in question.

6 Any competitor stopping on the race track to dispute an officials decision (ie. scorers, starters, assistant starters) will be deleted from the score sheets for that event and any further suspension will be at the discretion of the track officials. **NOTE:** At no time is a competitor allowed to stop on the track to dispute any decisions.

7 a) All cars scheduled for this event must be on the track ready to go when the pace laps start and under no circumstances is any competitor not in the original starting line-up to go onto the track or enter the race after the green flag has been displayed prior to the first actual start of the race (drop of the green flag).

b) Any car not classified as a 'starter' in any event, according to scoring rule 7a above, will be ineligible for prize money, points or other posted awards for that event.

8 No driver is allowed to get out of their car. No crew member is allowed to approach the car while it is on the track (the race track is considered to be the area from the outside retaining wall to the inside retaining wall or if there are no retaining walls a specified distance from the paved surface). Under no circumstances will a car be attended on the track. It will be subject to being placed at the rear of the field, a lap penalty or both.

- 9 All decisions by the score keepers are final. At no time is a competitor or representative to approach the score keepers or starters stand in order to dispute a decision.
- 10 No individual or representatives or any group will be recognized in any discussion or dispute unless they are registered and a signed protest has been submitted to the proper track official. (see protest procedures)
- 11 Decisions of the race track officials pertaining to race procedures and positions will be final.
- 12 No car may receive any assistance while on the white flag prior to the checkered flag. eg. getting pushed across the start/finish line.
- 13 All rules from 1-12 are in effect while under the starters supervision. Results of racing and restart positions shall be computed by head scorer according to scoring rules. Penalties imposed by starter for on track infractions will be assessed by head scorer in determining restart, finishes and/or final results. Head scorers decisions shall be final.

NUMBERS

- 1 Numbers must be assigned by Delaware Speedway.
- 2 Numbers must be neatly decalced or painted on the center of both doors, on the center of the roof with the foot of the number facing the right side and a number on the left side headlamp cap.
- 3 Numbers must contrast body paint.
- 4 No glitter, chrome, gold, silver or foil numbers considered to be trick.
- 5 One (1) or two (2) digit numbers only. No letters or special characters.
- 6 Any car without a number will not be scored in that event.
- 7 Failure to comply with rules 1-6 will (subject to head scorer decision) result in disqualification of car until the number is corrected. Numbers must be readable day or night from the scorer's position at any part of the racing surface.
- 8 Delaware Speedway has the right to re-assign numbers if necessary.

POINTS

Points will be awarded based on 'on track' performance, classroom results, regular appearance & maintenance of the race cars and specified extra-curricular events.

- 1 QUALIFICATION (Heat Races) 1st-10, 2nd-8, 3rd-6, 4th-4, 5th-2, 6th-1
 - 2 FEATURE EVENT: Winner receives 40 points, second, third, fourth and fifth will earn 38, 36, 34 & 32 respectively. From 31 points for 6th, the scores will decrease by one point per position down through the field.
 - 3 BONUS POINTS: (Feature event only) Two (2) bonus point will be awarded to each lap leader and two (2) additional bonus points will be awarded to the leader, or leaders, of the most laps.
 - 4 A minimum of five (5) points will be awarded when racecar passes tech and is unable to take a green flag.
NOTE: Driver must be present in that days classroom presentation to receive these points.
 - 5 Each days classroom presentation will also include a test which will be scored out of 30 points.
 - 6 Appearance & maintenance of the race car will be scored at each event as it passes through tech for a maximum of 20 points.
 - 7 Each driver will drop one night of points (their worst night) from their accumulated points total. This may include a night they were not in attendance or a night they did not make the race. Any nights that include any penalties (excluding black flag penalties) or disqualifications **will not** be allowed to be dropped. Dropping of worst points night from published standings will be done just prior to the last scheduled race.
- ** In the event there is a tie in points at seasons end, the tie will be broken by the highest classroom marks. If a tie still exists, it will be broken by most feature race wins. If this does not break the tie, seconds, thirds, etc. will be considered until the tie is broken.
- 8 Driver receives 20 points for attending pre-Race Technical inspection and safety night with car.
 - 9 Race and classroom points go to the registered driver. Under exceptional circumstances, and subject to approval by JRL officials, a driver may take over another driver's points only if the driver is being replaced by a driver who has not raced in the current season.

CLASSROOM AWARD

1. The Junior and Senior Classroom Awards will be given to the driver's with the highest number of classroom points with the worst night of classroom points dropped. Ties will be broken by dropping worst classroom nights until the tie is broken.
2. Make up tests can only be written for classroom sessions attended by the driver.

SPORTSPERSON AWARD

- 1 Nominations for the Junior and Senior Sportsperson Award will be received at the 2nd last classroom session of the year.
- 2 Junior / Senior Sportsperson will be chosen from those nominated through secret ballot during the classroom session on the last scheduled race night.

SCHOLARSHIPS

1 Drivers and teams must deposit all awards to a Registered Education Savings Plan (RESP) in the drivers name, if the driver is eligible to make deposits. If the driver is not eligible to make deposits to an RESP then the money is still to be set aside for post secondary education purposes.

2 The 2009 Scholarship payout structure will be:

Award	Senior	Junior
1st	\$1,200.00	\$800.00
2nd	\$600.00	\$400.00
3rd	\$300.00	\$200.00
Classroom	\$500.00	\$500.00

ADMISSION TO OTHER DELAWARE RACE EVENTS

- 1 Drivers that display their cars at other Delaware Speedway race events will be allowed free admission to the event along with immediate family members.
- 2 Delaware Speedway reserves the right to limit number of cars that can be displayed at any given event.

RULE REVISIONS

Amendments, revisions and/or clarifications may be made to rules and procedures as dictated by unforeseen circumstances which may arise. Reasonable notification shall be given of such changes by management and/or designated officials.

Each car must be prepared to pass a rigid safety and technical inspection before it will be permitted to compete. Anything not covered by 'rule book' must be submitted to Junior Racing League 30 days prior to its intended use for interpretation and/or approval. Any discrepancies between rule sheets and rule book, rule book prevails. All rules and regulations in Junior Racing League rule book are subject to interpretation by Junior Racing League officials in charge.

JUNIOR RACING LEAGUE

Junior Racing League is an educational, amateur racing division for kids who wish to get involved in stock car racing. The division is structured to allow kids, as well as their parents, to learn the ins and outs of stock car racing on and off the track. It is the intention of Junior Racing League to develop this division, in an educational format, in order to secure the future of stock car racing with the next generation having an established knowledge of an overall successful racing program, whether they stay racing as an amateur or

become professional. By designing a "spec" series, we endeavor to keep the cost of racing to a minimum and the educational value at a maximum.

CLASS REQUIREMENTS

Junior Racing League approved car built by Performance Fiberglass (1997-2002) or TCP Manufacturing (2003 and later) and displaying a Junior Racing League Certified Serial # tag.

AIR CLEANERS

MANDATORY. Stock, including filters, as supplied with car. No ram tubes or ducting allowed.

APPEARANCE

Race cars participating in racing events must be presentable in appearance at all times. Cars that are considered improperly prepared may be rejected by Tech Officials at any time.

BATTERY

Must be anchored securely and separated from the driver compartment by the firewall.

BODY

Only fiberglass bodies produced by Performance Fiberglass in unaltered form may be used.

BODY and APPEARANCE

Body must be straight, sound, stock appearing and in stock position on frame. Alterations or customizing to gain any advantage is prohibited. Original wheel arches must be retained. Original body seams must be retained.

Front end nose dam and side rocker panels will be allowed to be extended with a flexible material in order to prevent track debris entering the car. Minimum two inch ground clearance required.

Rear air foil allowed to enhance car appearance. Rear spoilers allowed no larger than 4" x 34" aluminum.063 or lexan 1/8.

*Cars will not be permitted on the racing surface for practice or races without the car body in place and secure. In the event of an on track incident where body panels are lost, Junior Racing League Officials reserve the right to disallow a car from continuing to compete if they feel there is a safety concern.

The front bumper, hood and windshield must be on the car to continue (shielding the driver from outside debris)

In the event a car starts a race missing body panels, it is the responsibility of the team to ensure the car is legal before and after the race. Ie. Meets minimum weight requirements for the division being competed in.

BRAKES

As supplied with original car. Lightning of brake rotor is not allowed. Brakes on each car will be tested for pedal "feel".

Nuts on brake caliper bolts to be pinned, cotter keyed or secured with an acceptable lock nut.

BUMPERS

External bumpers prohibited.

CHASSIS

All chassis parts are to be stock with NO modifying. Alignment may be adjusted i.e. caster, camber and toe-in

CLUTCH

Stock as supplied with car or 15 tooth North American 3 pad / Brutus 4 pad / Horstman Redhawk.

Engagement springs may be changed. No other modifications.

DRIVE LINE

Drive axle sprocket may be changed to acquire desired gearing. Chain length may be altered accordingly.

EXHAUST SYSTEM

Exhaust header, as supplied with car, must be retained unaltered. Muffler supplied with car must be utilized.

NO modifications. All exhaust connections must be sealed. i.e. No exhaust leaks. NO wrapping of exhaust pipes. Temperature sensors not permitted in the exhaust system.

FIREWALL

Rear firewall must be original and in original location with all holes filled.

FUEL PUMP

NO electric fuel pumps.

FUEL

Commercially available, unleaded pump gasoline only. NO additives allowed.

FLOOR

Floor must be stock, complete and in original position.

FUEL CELL

Stock as supplied. Must remain securely mounted in fuel cell bracket. Fuel cell must be encased in a steel box with a removable top. Car will be disallowed from competition if there are ANY fuel leaks. DO NOT re-fuel with driver in car and/or engine running.

GRILLE

Grille area must remain sealed.

HOOD

Hood pins must be used. Hoods may not be removed. Must remain stock as supplied.

IGNITION

Ignition "kill" switch must be mounted in such a manner that the engine can be turned off from outside of the car in the event of an emergency. Ignition switch must be labeled.

INTERIOR

All metal interior panels must be retained.

INSTRUMENTS

Optional tachometer/heat gauge allowed.

MIRRORS

Junior Division: Not allowed

Senior Division: Not allowed

PAINT and LETTERING

All cars must be neatly and brightly painted. Numbers, assigned by the track, must be painted (or decaled) on both sides of the car and roof (readable from right side) in a color offering distinct contrast to color of car. Numbers must be a minimum of 12" high and 3" wide. Front and rear numbers must be 4" high and located on the left side of the car on / beside the taillight and on / below the headlight. Numbers must be legible (subject to approval of Head Scorer). NO "trick" lettering.

NOTE: Both front fenders (considered being from nose of car to the number on the door) and windshield banner shall be completely free of lettering or decals. Junior Racing League retains the right to specify type, size and location of all decals on front fenders and windshield.

Junior Racing League reserves the right to approve or disapprove commercial or editorial messages appearing on competing cars

PEDAL ASSEMBLY

Stock as supplied. Location may be altered to suit driver.

All gas and brake pedal linkages to be secured with cotter pins.

RADIOS

Approved 1-way radio receiver mandatory i.e. Y1600 Elite Driver RACEceiver or equivalent. Must receive frequency UHF 451.7125.

REAR AXLE

Axle end snap rings must be used and safety wired.

Axle key for disc brake to extend beyond hub and secured to the axle by nylon tie wraps, safety wire or gear clamps.

Both rear hubs must be keyed to the axle. No floating hubs allowed.

ROLL BARS

Any roll cage repairs must be made with 1 3/16" O.D. x .095" tubing. NO modifications to original roll cage.

SAFETY BELTS and HARNESS

A quick release 5 point belt of no less than 2" in width in good condition is MANDATORY. Belts must be securely fastened to the chassis by means of suitable reinforced mounting. Belts older than 3 years past the date of manufacture MUST be replaced. Two window nets are mandatory (left & right side).

SAFETY HELMET and APPAREL

HELMET - Minimum Snell M00 rated full face helmet with eye shield required (SA00 or newer highly recommended).

DRIVER SUIT - 1 or 2 piece, full body, single layer proban or nomex required. (SFI rating recommended)

ABSOLUTELY NO NYLON OR OTHER FLAMMABLE MATERIAL

FOOTWEAR - Full leather upper shoe or Nomex driving shoe required.

BALACLAVA - Nomex Balaclava Strongly Recommended.

NECK COLLAR - Nomex neck collar Required

ARM RESTRAINTS - Recommended

SOCKS - Nomex socks Strongly Recommended

GLOVES - Single layer Nomex glove or full leather glove Strongly Recommended.

SEATS

A bucket seat is Mandatory and must be securely bolted to roll cage and/or frame.

When seated in racing position the driver's helmet must be one inch below the top of the roll cage.

STEERING

All steering parts including inner tie rods and lower steering universal joint must be easily seen for inspection. This may require removable or hinged inspection plates if a platform has been installed for driver's feet.

Inner / Outer Tie rod ends to be pinned, cotter keyed or secured with an acceptable lock nut.

TIRES

Only American Racer 15.0 / 7.0 - 8S, M32 compound allowed.

WEIGHT

Cars will be weighed with the driver. Minimum weight requirements:

- Junior: 580 pounds
- Senior: 630 pounds

WEIGHT LOCATION

Weight must be secured between outer frame rails, no more than one foot ahead of or behind the torso of driver.

All added weight must be visible and double bolted to a welded bracket or to the frame or to 1/8 plate under the seat / in front of the engine.

Weights to be painted white, with car number clearly marked on each piece. Loss of add-on weight will result in a severe penalty.

Maximum left side weight rule of 55% of total race weight with driver will be applied to cars with weights located outside of the inner frame rails.

WHEELS

1 piece steel 8" x 5 3/8" or aluminum 8" x 6". NO LIGHTWEIGHT. Same offset wheels must be used from left side to right side and front to back. Spacers will be considered part of the wheel and will be measured as such. Aluminum wheels must be made by Douglas.

WHEELBASE- TRACK WIDTH

All cars must retain stock wheel base of 60 inches. NO variance. "Maximum allowable front and rear tire track width is 46". Measurement is at widest point of tire sidewall. Front tire track width is measured at zero tow in. Distance from rear frame rail to inside of rear tire sidewall must be equal for both sides within 1/4 inch variance.

WINDSHIELD - WINDOWS

Windshield, rear window, opera windows and firewall window must be retained. Minimum 1/8" lexan must be used. NO unapproved markings on windshield. (This includes drivers name, manufacturer identification, etc.)

ENGINE SPECIFICATIONS

- Engine block and cylinder head to be sealed by either Keith Marshman or Dave McAdams. Engine builder name and contact information to be supplied to Junior Racing League officials upon request.
- block may be bored to the three oversizes available from Honda; .25mm, .50mm, .75mm
- piston dish must be a minimum of .037"
- piston may be a maximum of .003" above deck
- stock Honda rings must be used and installed properly
- any ring gap allowed
- stroke shall be 58mm or 2.287" maximum
- stock or .010" undersize rods allowed
- any heat range spark plug as long as the reach is stock
- stock valves and keepers, stellite EX allowed
- valves may be refaced
- any valve spring permitted
- any carb. jet and emulsion tube allowed
- minimum head cc is 26
- 3 angle valve jobs allowed
- cylinder head thickness from deck surface to valve cover surface is 3.730" minimum
- head gasket is composition .042" minimum
- any flywheel air gap permitted
- stock GX 270 flywheel and locating key
- carb throttle bore .792" maximum
- carb venturi .635" no go
- any vacuum operated fuel pump
- any camshaft timing allowed
- NO metal removed or added to camshaft
- Cam lobe height intake 1.240" minimum – 1.265" maximum
- Cam lobe height exhaust 1.240" minimum – 1.263" maximum
- Maximum lift at intake valve .280"
- Maximum lift at exhaust valve .275"
- Camshaft may not have lobe separation angle changed from stock angle

- No porting, NO polishing, NO deburring, NO matching
- **NOTE:** All engines must be properly assembled in accordance with Honda shop manuals. Ie: Piston arrow to bottom of cylinder, valve guides in stock location.

** All parts may be compared with known Honda parts to verify their originality.
One off parts will be considered unacceptable manufacturers deviations

ALL DECISIONS BY PIT STEWARDS, CHIEF TECHNICAL INSPECTOR OR JUNIOR RACING LEAGUE EXECUTIVE COMMITTEE MEMBERS WILL BE FINAL. ALL RULES ARE SUBJECT TO INTERPRETATION BY JUNIOR RACING LEAGUE OFFICIALS. RULEBOOKS WILL BE ISSUED TO MEMBERS.

ALL EQUIPMENT OR MODIFICATIONS NOT GOVERNED BY THE AFOREMENTIONED RULES ARE TO BE SUBMITTED TO JUNIOR RACING LEAGUE, NOT LESS THAN 30 DAYS PRIOR TO THE DATE OF INTENDED USAGE. NO EQUIPMENT WILL BE CONSIDERED APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED. RULES APPLY TO ALL RACE EVENTS.