

JAYHUSKER RACING ASSOCIATION

2010 RACING RULES

OFFICIAL COMPETITION RULES OF THE JAYHUSKER RACING ASSOCIATION JURISDICTION AND ADMINISTRATION

EFFECTIVE DATE OF THESE RULES - These rules of competition become effective JANUARY 1, 2010, and are in effect for the 2010 and 2011 racing seasons. They supersede all previous rules, bulletins or supplementary regulations.

REVISION OF RULES - *The general membership of the Jayhusker Racing Association reserves the right to revise these rules or any supplements thereto at any time, except for the "ENGINE" and "CHASSIS" sections of this rule book, which will have a minimum 24 month life span*

SCOPE OF THESE RULES - The Jayhusker Racing Association shall exercise the right to authorize and supervise automotive competitions; to make and construe rules for and to render decisions concerning them; to grant, refuse or withdraw licenses, sanctions and approvals; to assign and cancel dates for competitions; to impose and remove penalties for violation of its rules; to establish standards of eligibility for participation in competitions; to establish rules for its own procedure; and to do any and all things which, in its judgment, are consistent with the enhancement of automobile competitions.

SPECIAL RULINGS - The Jayhusker Racing Association reserves the right in an emergency to make special rulings which it deems conducive to the well being of an automotive competition and voluntary participation of any competitor in the competition shall constitute recognition of this right. This authority is the responsibility of the President, Vice President, and Secretary of the organization.

VOLUNTARY ASSOCIATION - The Jayhusker Racing Association is not and does not desire nor propose to establish a monopoly in automotive competitions. It owns no racing facilities. No licensed member is a contractor with it for performance or nonperformance. Resignation is at the will of any member at any time. In fact, no person may be a member of it or associate with it or participate in its activities in any way excepting of his/her own free will.

ACCEPTANCE OF RULES - Every person, or group of persons, who undertake to organize or participate in an automotive competition under the sanction of the Jayhuskers shall be deemed to be acquainted with these rules and his application shall constitute his acceptance of them.

LIABILITY - Jayhusker regulations are promulgated for the improvement and stabilization of the activity, and are without responsibility or profit. Every track owner, race organizer, car entrant, driver, mechanic or other persons in making application for licensing, or receiving a license or being permitted to participate in a competition, and any person accepting an official appointment or acting in an official capacity in connection with any competition sanctioned by the Jayhuskers formally agrees to be bound by these regulations and by any modifications of them, and recognizing that automobile racing is a hazardous undertaking, assumes all of the risk by reason of their participation in or association with automobile racing, and does for themselves, their heirs, executors and administrators, successors and assigns, release and discharge the Jayhusker Racing Association and its respective Stewards, Officials, Agents or Administrators, successors and assigns for any and all liability for personal injuries that may be received, and FROM ALL CLAIMS AND DAMAGES FOR INJURY to person or property growing out of or resulting from any race, races, or any other competitions whatsoever, including qualifications, practice runs and or exhibitions or other appearances whether contemplated or held under these rules or caused by any construction or conditions of any track or tracks, equipment, cars or other devices used therefore, or by reason of any alleged cause or condition of any nature whatsoever.

DISMISSAL FROM JAYHUSKER RACING, INC. - Any elected official, appointed official, or member shall be under close watch by the other officials and members. If any official is deemed to have misused his or her position or misused any monies of Jayhusker Racing, Inc., or any other properties, they shall be removed from that position and never hold any other position with Jayhusker Racing, Inc. This dismissal includes past, present or future officials that have been deemed to have misused his or her position.

1. JURISDICTION AND ADMINISTRATION

A. OFFICIALS

1. PRESIDENT

The President shall be the chief executive officer of the corporation and shall, subject to the control of the general membership, has general supervision, direction and control of the business and affairs of the corporation. He shall preside at all meetings. He shall preside, or shall appoint some other active member to preside, at all standing committees, if any, and shall have the general powers and duties of management usually vested in the office of President of a corporation and shall have such other powers and duties prescribed by the general membership or by the by-laws. The President shall vote only in the event of ties. He shall, in conjunction with the Treasurer, counter sign all checks issued by the Jayhusker Racing Association for disbursement of funds from any account held by the Jayhusker Racing Association.

2. VICE PRESIDENT

In the absence or disability of the President, the Vice President, in order of his rank as fixed by the general membership, shall perform all of the duties of the President and when so acting shall have all the powers of, and be subject to all the restrictions upon, the President. The Vice President shall have such other powers and perform such other duties as from time to time may be prescribed for him respectively by the general membership or the By Laws.

3. SECRETARY

The Secretary shall attend all meetings of the general membership and shall keep at the principal office, or such other place as the general membership may order, a book of minutes of all meetings of the general membership, with the time and place of holding, the names of those present, and the proceedings thereof. The Secretary shall keep the seal of the corporation in safe custody and shall have such other powers and duties as may be prescribed by the general membership or the by-laws. The Secretary (or another appointee by agreement of the general membership) shall also keep an up to date record of championship points earned in competition to be available at all events.

4. TREASURER

The Treasurer shall keep the adequate and correct accounts of the properties and business transactions of the corporation. The books of accounts shall be at all reasonable times open to inspection by any active member in good standing. The Treasurer shall oversee collection and deposit of all moneys and other valuables in the name and to the credit of the corporation with such depositories as may be designated by the general membership. The Treasurer shall disburse the funds of the corporation as may be ordered by the general membership, shall render to the President and general membership, whenever they request it, an account of the Treasurer's transactions and of the financial condition of the corporation, and shall have such other powers and duties as may be prescribed by the general membership or the by-laws. In addition, the Treasurer shall post bond, at Jayhusker Racing expense, if required by the general membership. The detail duties of the Treasurer can be assigned to the Secretary and/or other responsible members of the Jayhusker staff hired to conduct business operations and function. The Treasurer shall submit timely reports as dictated by the general membership, but in no case less than quarterly. All forms, ledgers, and papers used in accounting of Jayhusker funds and moneys are subject to approval of the general membership. The treasurer shall be the only official who withdraws any monies or writes checks from the account of Jayhusker Racing, Inc. All checks must have the signatures of both the treasurer and president.

5. CHIEF STEWARD

- A. The Chief Steward will be the chief representative of the Jayhusker Racing Association and he shall ensure that the conduct of the competition is in accordance with the rules, procedures and bulletins published by the Jayhusker Racing Association.
- B. The Chief Steward, and the other members of the Contest Board, shall have the authority and responsibility acting individually or severally, to interpret and apply the rules, procedures and bulletins as regards the particular competition.
- C. The chief Steward, and the other members of the Contest Board, shall have the authority and responsibility to pronounce penalties that result from violation of the Jayhusker Racing Association rules as regards the particular competition.
- D. He/she is the final authority on the content of the official posting of the finish of the race program and is empowered to pronounce penalties both during and after the competition that may affect the posting.
- E. He/she may require any driver to demonstrate his/her ability to safely and properly handle the car in which they intend to compete and may exclude any driver, who in his/her opinion becomes incompetent in the handling of a car. He/she may prohibit any competitor or car from entering or continuing a race if they consider either may be a source of danger.
- F. He/she may, either before, during or after a race program, penalize or exclude any driver or competitor whom they find guilty of misbehavior or misconduct. He/she shall have the power to excuse competitors, who present reasons satisfactory in their judgment, for failure to start, but shall report unsatisfactory cases to the Contest Board.
- G. The Chief Steward shall receive all protests, which may arise out of a race program and assist in rendering a decision as subject to these rules.
- H. The Chief Steward shall as soon as practical after the close of competition create a report giving the results of the competition together with the original copy or copies and particulars of all protests filed and any discipline any race officials may have administered, with recommendations as to penalization, if any.
- I. The Chief Steward shall be responsible for completing and filing all accident reports, interview witnesses and gathering information in relation thereto.
- J. The Chief Steward will ensure that all cars are in their proper position for any and all "restarts" and will notify drivers of their position as necessary.
- K. The Chief Steward will assume the duties of the Safety Director when that position is not filled.

6. SAFETY DIRECTOR

The Safety Director will be responsible for securing all safety equipment that is necessary for each race program, i.e., medical facilities, ambulances, fire and rescue equipment, tow and/or push vehicles and any other equipment that is deemed necessary in the safety interests of the race program. In addition, he/she shall be responsible for the securing of all medical, fire fighting and rescue personnel. The Jayhusker Racing Association shall be responsible for all financial arrangements regarding personnel and equipment. The Safety Director shall keep the starter and stewards continuously advised as to the conditions that may exist on the track or at any accident scene and take any action necessary that provides for the well being of all participants. He/she shall provide a written report to the Jayhusker Racing Association after each race program, describing any accidents that may have occurred involving participants or spectators in attendance at the race program. This report will include any injuries sustained and property damaged, including damage to racecars. He shall serve as safety consultant to the race officials if this position is not filled (elected or appointed); the duties will be borne by the Chief Steward.

7. TECHNICAL DIRECTOR

The Technical Director shall see that the rules of the Jayhusker Racing Association, having to do with the specifications of cars are observed. He/she shall have the authority and responsibility to measure or inspect any car entered or any item used on or in support of any entered car at any time during a race program. Such inspections shall be conducted to ensure that all technical and safety specifications are being complied with at all times. Inspections and measurements include but are not limited to: engines, fuel, fuel tank capacities, fuel systems, refueling systems, weight, chassis, aerodynamic devices, wheels, tires and all safety specifications. Such inspections do not guarantee against disqualification if any violation is discovered during any subsequent inspections that may be made in connection with a race program.

8. PIT STEWARD

- A. The Pit Steward shall be in complete charge of the pits and all cars when they are in the Pit/Paddock area.
- B. The Pit Steward shall maintain discipline in the Pit/Paddock area.
- C. The Pit Steward shall be responsible for placing cars in their proper order for all races.
- D. The Pit Steward shall monitor the pit area and ensure all parties present have appropriate credentials. In the event that this position is not filled, these duties may be performed by the Technical Director.

9. DIRECTOR OF SCORING

- A. He/she shall be responsible for issuance of all restricted area credentials (pit passes) to competitors of a race program. They shall also issue credentials to those officials as may be designated by the Jayhusker Racing Association.
- B. They shall see that the "waiver/release" form is signed and the driver of any given car is duly noted for each race program. They shall also see that all licensing and registration regulations of the Jayhuskers are complied with.
- C. They shall maintain a record of all credentials issued and upon completion of the program file a written report with the Jayhuskers that contains a complete summation of all fees collected, "waiver/release" form for all entrants and provide information concerning point standings to members as maintained by the Secretary of the Jayhuskers. All moneys and fees collected will be turned over to the Treasurer of the Jayhusker Racing Association.
- D. For each race the Director of Scoring will cause to be created a record of the physical sequence in which each car crosses the start and finish line, from the moment of starting through the official completion of the race. This record is the primary race scoring record. Other substantiating scoring records may be created at the discretion of the Director of Timing. A car will be officially credited with a lap only when its front wheels cross the finish line after completing one entire circuit of the course, as determined from the scoring records set out above. They shall further cause all scoring records to be turned in to the Secretary to become a part of that official race program.
- E. If the position of Director of Scoring and Registration is not filled (elected or appointed) the Secretary/Treasurer may assume the duties.

10. STARTER/FLAGMAN

- A. The Starter/Flagman shall be in direct control and exhibit supervision over all race cars on the race track. The starter shall see that all races are started in the proper manner and that all flags are displayed at the proper time. He shall further enforce the rules of this rule book as they relate to his position within the organization.
- B. The Starter/Flagman shall attend every pre-race "drivers meeting" and make plain to all present any and every item(s) he feels is necessary to safely conduct the racing program.
- C. The Starter/Flagman will utilize the following colored flags at his discretion and within keeping with this rule book and they shall have the following meaning:

GREEN FLAG -----START--Course is clear
 YELLOW FLAG-----CAUTION--Slow to parade speed. No Passing
 RED FLAG -----STOP--Race is halted.
 BLACK FLAG -----Pull into pits on the next lap
 BLACK AND YELLOW FLAG----Driver stops at starters stand! Consultation with officials. This flag will not be used without a yellow flag being displayed first.
 BLUE WITH YELLOW STRIPE--Lap Flag/leader is attempting to lap you. Give him consideration.
 WHITE FLAG -----FINAL LAP--The leader has started his last lap.
 CHECKERED FLAG -----FINISH--Race has been completed.

2. COMMITTEES AND BOARDS

A. CONTEST BOARD

1. The contest board shall consist of the President, Vice President, Chief Steward, Safety Director, Technical Director, Pit Steward, Director of Scoring, and the Starter/Flagman.
2. The Contest board will be chaired by the President and/or Vice President and will be the ruling authority on all protests made under the guidelines of this rule book, EXCEPT PROTESTS THAT FALL UNDER THE "ENGINE" OR "CHASSIS" sections of the rule book. The Contest Board will serve as the "Reviewing Authority" for any Protest decisions handed down by the Technical Committee in regards to violations of the "ENGINE" and "CHASSIS" sections of this rule book. The board may or may not be consulted by the President in regards to issuing a decision of Protest Appeal.
3. Contest Board alone has the authority to change, modify or alter the racing format or racing procedures in any way. Their decision to change, modify or alter any given race program is "NON-PROTESTABLE" and should be construed as in the best interest of the race fans, drivers, owners and officials of the Jayhusker Racing Association.

B. RULES COMMITTEE

1. The rules committee shall consist of a minimum of three and a maximum of five persons, the President, Vice- President, and the elected Representative of the 600s, 750s, and Trucks who will chair this committee and others either elected or appointed.
2. The rules committee's primary function is to present in finished form, any proposals for rule changes regardless of their source, to the general membership for approval/disapproval that will be by a simple majority vote.
3. It shall be their further duty to ensure that any newly adopted rules are incorporated in the rule book and that a new rule book is published as necessary.

C. ADVERTISING AND MEDIA COMMITTEE

1. The Advertising and Media Committee shall consist of at least three members, one of which will be the Secretary/Treasurer and who will chair this committee and others either elected or appointed.
2. This committee shall explore and determine the best means to advertise, promote and generate interest in the Jayhusker Racing program.
3. This committee shall further see that all race results, promotions and items of general interest of the Jayhusker Racing Association and their sponsors will be made available to local and national publications with all expenses incurred by this function to be paid by the Jayhuskers.
4. This committee shall serve as the authority in producing, printing and distributing any Programs and Schedules for the Jayhusker Racing Association.

D. TECHNICAL COMMITTEE

1. The Technical Committee shall consist of no less than three or more than six members, one of which will be the Chief Steward, who will chair this committee and all other members will be comprised of each individual class rep. The Technical Committee shall have the authority to rule on all protests filed that fall within the "Engine" and "Chassis" sections of this rule book. They will further serve as the "Reviewing Authority" on all other protests filed under the guidelines of this rule book. They may or may not be consulted by the President in regards to issuing a decision of Protest Appeal.
2. The Technical Committee shall have the right to inspect any car before or after any race program to ensure that all equipment is in good shape in the interest of safety.
3. This committee must approve all engines used prior to racing.
4. A decision reached by this committee will be by simple majority, with the President of the Jayhusker Racing Association casting the deciding vote in case of a tie.

4. MEMBERSHIP AND LICENSING/REGISTRATION

A. MEMBERSHIP

There shall be three (3) classifications of membership in this corporation: Active, Associate and Honorary.

1. Active Members (Voting Members): Active membership shall be limited to members who:

A. pay active membership dues in accordance with this rule book,

B. are either a three quarter midget car owner or partner thereof, three quarter midget car mechanic, three quarter midget driver or are either a modified midget car owner or partner thereof, modified midget car mechanic, modified midget driver, truck owner or partner thereof, truck mechanic, or driver of the trucks.

C. who execute an Agreement of Release, or

D. are an official or officer of Jayhusker Racing Association or. The cost for this type of membership is \$35, plus a \$15 fee to register your car or truck number for the season

2. Associate Members (Non Voting): Associate members shall be limited to persons who:

A. pay membership dues in accordance with this rule book,

B. execute and agreement of Release and

C. is not eligible for any other classification of membership with the Jayhusker Racing Association. The cost for this type of membership is \$25.

3. Honorary Members (Non Voting): Honorary membership shall be limited to those persons anywhere in the world who have in the past, or who may in the future, promote the advancement of, or the appreciation of, the performance of the Jayhusker Racing Association and/or three quarter and modified midget race cars.

4. Any member of the Jayhusker Racing Association may resign by a letter addressed to the President of the Jayhusker Racing Association and his/her resignation shall be effective upon receipt thereof.

5. Any person may become a voting member of the organization upon payment of the annual dues and execution of an Agreement of Release and being either;

A. owner of a car eligible for competition

B. member of a partnership owning a car,

C. a known Jayhusker race car mechanic,

D. a Jayhusker driver,

E. an elected officer of the organization.

Additional qualifications to become a voting member are as follows: All members who meet the above voting requirements must also have "participated" in 5 (five) races over the previous full racing season or "participated" in 6 (six) races over the previous two consecutive racing seasons with all dues paid in full for both years. Other persons may become associate members upon payment of annual dues and execution of an Agreement of Release.

6. The Contest Board, at any time may reprimand or remove from membership any member of the organization according to the following procedure; The recommendation for the reprimand or removal must be presented in writing to the President of the Jayhusker Racing Association. In turn, the President will present such recommendations to the whole membership who may reprimand the member by a simple majority vote or remove membership by a 75 percent (or more) vote.

7. All persons accepted as members in the Jayhusker Racing Association will be issued membership cards with an identification number printed upon it.

8. Jayhusker officers (president, vice president, secretary, and treasurer) are not required to pay dues. They must, however, register their number with the treasurer.

B. LICENSING/REGISTRATION

1. All drivers of 600 modified midgets, 750s, and Trucks are required to be a minimum of 16 years of age and capable of providing proof thereof which is acceptable to the Contest Board. A minimum age requirement of 10 years is required for the 600 Restrictor class.

2. All drivers of 600 modified midgets, 750s, and Trucks must have at the least a learner's permit for driving in the state in which they reside.

3. All drivers accepted for competition within the Jayhusker Racing Association will have the letter (D) following their membership number on their membership card.
4. All race cars presented for participation in any Jayhusker racing program will be inspected by the Technical Committee to ensure compliance with all the rules of this rule book. A copy of this inspection will be kept on file within the Jayhusker organization and will serve as the registration for that particular race car if indeed it passes technical inspection.

5. CAR SPECIFICATIONS Mini Sprint Legend 750/600 (MSL) Class – formerly known as the 750 Class

Any rule changes that fall within the scope of Section 5 (Car Specifications) of this rule book, will be determined by a simple majority on the following basis: "ONLY 1 (ONE) VOTE IS ALLOWED FOR EACH RACE CAR THAT IS LEGALLY REGISTERED WITH THE JAYHUSKER RACING ASSOCIATION." Rule changes that affect any other section of this rulebook will be made by a simple majority of ALL eligible voters.

The rule committee for this newly blended class, “Mini Sprint Legends”, which is the former 750 Three Quarter Midget class with the addition of older 600 Micro Midgets made the following statement for the 2009 race season. *“We realize that some of the cars that may want to run this class might not meet all of the following requirements, such as the engine rule or the top wing. But our goal is to get as many cars on the track right now that we can, and we didn’t want people to have to go and buy a lot of new components to be able to run, such as a new 10 sq. wing if they already have a 12 sq., or if their motor isn’t totally “stock”. We thought this would be a starting point for people if they needed to get things they didn’t have. This will be a work in progress and we will have to “tweak” things as we go throughout the year. We all will have to be flexible and patient as we work to make it so any group of cars have the potential of winning on any given night. If any one car is consistently clearly dominating over the rest of the class they might be asked to move up to the Outlaw 600 class.”*

Basic rules for the 600 Micro Midgets joining the MSL (750/600) Class.

MSL Class 600 Micro Sprint specific rules

- A. Engine** Must be stock 600, aftermarket ignition box OK , but must be able to prove no traction control at any time, no overbore, no fuel injection, stock clutch and must have starter. **No Yamaha R6's** of any year. All other engines must be 2000 or older, 2001 for Kawasaki.
- B. Chassis** must be 2005 or older. Updates OK, but no sway bars.
- C. Wings** No wings for 2010 season unless lap counting becomes a problem.
- D. Weight** 800 lbs with driver at end of race.
- E. Tires and Wheels** 10” or 13” diameter right rear wheel, any width. If running 13” diameter RR wheel, you must run at least 3 - 13” diameter rims (i.e...1 RR 13” and both front 13”) If running 13” diameter rim, any tire compound is acceptable.. If running 10” diameter RR wheel, then the tire must durometer 40. If running 10” diameter RR wheel, any combination of 10” or 13” wheel is acceptable. .
 10” Diameter RR wheel - Durometer 40, any combination of 10” and 13” wheels OK
 13” Diameter RR wheel - Any compound, but must run 3 – 13” wheels on car
- F. Cockpit Adjustments** No cockpit adjustments allowed.
- G. Safety Requirements** The 600 Micro Midgets in this class must meet the same safety requirements as the Outlaw 600 Micro Midget class.
- H. Points** If a points tie exists – the driver with the more races attended will be listed first.

MSL Class 750 Three Quarter Midget specific rules

Tires and Wheels 10” or 13” diameter right rear wheel, any width. If running 13” diameter RR wheel, you must run at least 3 - 13” diameter rims (i.e...1 RR 13” and both front 13”) If running 13” diameter rim, any tire compound is acceptable.. If running 10” diameter RR wheel, then the tire must durometer 40. If running 10” diameter RR wheel, any combination of 10” or 13” wheel is acceptable. .
 10” Diameter RR wheel - Durometer 40, any combination of 10” and 13” wheels OK
 13” Diameter RR wheel - Any compound, but must run 3 – 13” wheels on car

600 cc motor in 750 chassis Starting with the 2009 race season the Mini Sprint Legend class will allow 600 cc 4 valve motors to be run in a TQ Midget with the following specifications: *Must be stock 600, aftermarket ignition box OK, but must be able to prove no traction control at any time, no overbore, no fuel injection, stock clutch and must have starter. No Yamaha R6's. All other engines must be 2000 or older, 2001 for Kawasaki.*

A. ENGINE SPECIFICATIONS (MSL)

1. THREE QUARTER MIDGET ENGINE SPECIFICATIONS

- A. Engine location must be confined within the wheel tread limits and in front of the driver. The centerline of the rear most cylinder must be ahead of the driver's knee.
- B. 750's --Four-cycle engines with two valves per cylinder are limited to 46 cubic inches or 750 cc. with an allowance of .040 overbore.
 - B1. 600's Starting with the 2009 race season the Mini Sprint Legend class allowed 600 cc 4 valve motors to be run in a TQ Midget with the following specifications: *Must be stock 600, aftermarket ignition OK, but must be able to prove no traction control at any time, no overbore, no fuel injection, and stock clutch and must have starter. No Yamaha R6's. All other engines must be 2000 or older, 2001 for Kawasaki.***
- C. Engine pistons must be within factory specifications. No after market high performance pistons allowed.
- D. No lightweight connecting rods allowed.
- E. Carburetor modification allowed to run alcohol or gasohol. Gasoline, gasohol or alcohol is required for fuel. No nitro or nitrous oxide is allowed.
- F. No fuel injection is allowed.
- G. No blowers (Superchargers) or Turbochargers are allowed.
- H. No rotary engines are allowed.
- I. No two stroke engines are allowed.
- J. Engines may be balanced.
- K. No stroking of crankshaft is allowed.

2. ENGINE RULES DURATION

ALL RULES WRITTEN AND ACCEPTED FOR THE "ENGINE" SECTION OF THIS RULE BOOK WILL HAVE A MINIMUM EFFECT OF 12 MONTHS

B. FRAMES, GENERAL (MSL)

- 1. Frames may be constructed in any design but must be of good quality material and workmanship. No brazing is allowed.
- 2. Roll cages must be constructed with an "X" or "V" bar at the rear. A triangulated brace either forward or to the rear must brace the roll cage.
- 3. Cages must be of a welded construction with NO brazing and subject to the approval of the technical committee.
- 4. The roll cage must be braced adequately to secure the driver in an upright position in case of an upset.

C. FRAMES T.Q. MIDGETS (MSL)

- 1. Frames must be a minimum of three inches above the driver's helmet or the bottom of the frame.
- 2. Roll cages shall be at least 1 1/8" thick-.95 wall thickness, 1 1/4"-.083 wall thickness.

D. BODIES (MSL)

- 1. Cars must have full race car bodies and must conform to standard midget or TQ midget appearance. The body must give the appearance of completely covering or meeting the car's frame and engine. A hood must be carried at all times and must be secured. The hood need not enclose the sides.
- 2. All cars must be equipped with a suitable underpan extending from the rear end and forward past the driver's feet. Either one or two piece construction is allowed.
- 3. All cars must have the body tail extending past the outside diameter of the rear tires at least one foot and not over 30 inches. Sprint or Kurtis type tail is required.
- 4. The nose section must not extend past the outside diameter of the front tires more than one foot, including the front bumper. The front bumper must be high enough so as not to get under the tail of

another car in case of contact.

5. Cars must be neat appearing and safely built. Cars must pass inspection at any time during any program.
6. All cars must be painted an attractive color or colors, body or shell of the car must be made of aluminum, metal, fiberglass or high impact plastic.

E. STEERING (MSL)

1. Steering wheel must be located so an easy entrance and exit to the cockpit may be made. All steering wheels will be attached with a "Quick-Release" hub constructed of non-plastic material.
2. All stock car steering units that have been re-machined must pass inspection by the technical committee.
3. NO brazing will be permitted on any part of the steering system. The steering gear and all steering linkage must be of good workmanship and must be approved by the technical committee.

F. DRIVE TRAIN (MSL)

1. All solid type drive shafts must be enclosed within a torque tube. Open tube type drive shaft must have suitable metal brackets and shield of suitable thickness surrounding them.
2. All cars must have positive neutral or clutch so as to disengage the engine from the drive axle. Belt clutches or belt drives are not allowed.
3. Chain drive permitted if it conforms to good safety practice. For modified midget rear axle will be chain driven off the original countershaft. All chains must be enclosed within a guard of suitable thickness. For modified midgets the chain guard will be a minimum of .090 inch thick aluminum or equivalent.
4. Chain guards will be installed on all cars where chains are exposed to the driver and/or other participants. The chain guard, using a suitable thickness of steel or aluminum will run on top of the chain from front of front sprocket to the vertical center line of the rear sprocket. The guard must be installed in such a manner that the driver cannot touch chain and/or sprockets when sitting in the cockpit.
5. The drive train must pass the inspection of the technical committee.

G. FUEL TANKS (MSL)

1. Fuel tanks must be constructed and supported as to ensure against breakage.
2. Fuel tanks must be confined within the tail section of the car.
3. All cars must be equipped with a fuel tank shut off valve located outside the cockpit with the "ON and OFF" positions clearly marked.
4. Leakage of fuel will NOT be tolerated and shall be cause for disqualification.
5. The technical committee must approve fuel tanks. Pressurized fuel tanks are not allowed.
6. Fuel lines must be of aircraft type (high pressure) or neoprene. Copper lines are not allowed.
7. Bladders or safety fuel cells are strongly recommended and will become mandatory in the 2012 season.

H. NERF BARS/BUMPERS (MSL)

1. All cars must have side nerf bars strong enough to ward off wheels of other cars.
2. Nerf bars must be so placed as not to constitute a hazard of locking wheels. They should be placed on both sides of the car in front of the rear wheels not less than the centerline of the tires and not extend past the outer extremity of the same.
3. All cars must be equipped with front and rear bumpers. Front bumper must be high enough to prevent going under another car. Rear bumper must be high enough and strong enough to accommodate a push vehicle.

I. EXHAUST PIPES (MSL)

1. The exhaust pipe must extend outside the body of the race car. It is not to be directed to the surface of the track or in the air stream of the driver. It shall not be directed toward the tires or the fuel tank.
2. Exhaust must be designed in a manner to create minimum fire hazard to other competition.
3. All cars having exhaust pipes passing the cockpit in close proximity to the driver must have the

tail pipe extended beyond the cockpit and must have a raised metal guard to prevent accidental burning.

4. Mufflers will be required when local conditions warrant. Size and type may vary from one type to another due to the difference in the sound levels of various engines. Modified Midget engines must be muffled to a maximum level of 100 decibels measured at a distance of 50 feet from the center of the straight away and at right angles to the track.

J. MISCELLANEOUS (MSL)

1. Wet battery is allowed. Must be leak-proof for driver safety. Leak-proof cases are allowed.
2. There must be a metal firewall between driver and engine compartment. The minimum specifications are steel (24 gauge) or aluminum (.0625 thickness). Magnesium or magnesium alloy is not permitted for use as a firewall.
3. All cars must be equipped with a positive "ON and OFF" switch for the ignition system. On and off switches must be on dash, top of the cowl or on steering wheel. Switch must be connected and functional. The switch must afford easy access to driver and safety officials. All electric switches in the car must be marked.
4. Radiator catch cans are recommended on cars using an overflow system.
Hubs and/or axles must not extend beyond the outside edge of the wheel rim.
5. All front and rear radius rods shall be secured in such a way that should they break at the front mount, they will not dig into the track and flip the car.
6. Any new car appearing at the track for the first time has seven (7) days from its first appearance to remedy any problems it has to conform to the Jayhusker racing rules.
7. The technical committee may bar from competition any car, which due to lack of maintenance, design or construction is deemed to be dangerous.
8. No car will be allowed to compete that requires dismantling portions thereof to enter or leave the cockpit, with the exception of steering wheel hubs. (Steering wheel attached with approved hub. No bolts or nuts.)
9. Only foot-operated throttle & brake is permitted. At the discretion of the contest board and technical committee, a safe well engineered hand throttle or make may be used, only if the driver cannot operate a foot throttle or brake because of loss of limb or paralysis. A throttle return spring is required for all cars.
10. Brakes will be of sufficient strength so as to slide the wheels while the car is in motion at any given time.
11. All wheels must have suspension components. No solid axle frame hookups.
No remote adjustable suspension or airfoil components are allowed! "That is specifically, but not limited to, any suspension component or airfoil that the driver can adjust while the car is in motion." Remote adjustable components may be installed, but the controls thereof must not be mounted within reach of the driver. Doesn't apply to modified midgets.

K. THREE QUARTER MIDGETS CHASSIS MEASUREMENTS (MSL)

WHEELBASE: MINIMUM 58 INCHES MAXIMUM 70 INCHES

TREAD: MINIMUM 35 INCHES MAXIMUM 50 INCHES (MEASURED TO CENTER OF TIRE.)

WHEEL SIZE: 13" minimum diameter except left rear wheels which may be 10" minimum diameter.

Wheels must be held on with four (4) or more standard lug nuts, bolts, or knock-off hubs. No traction grooves over 1/2 inch in width or depth is allowed.

L. THREE QUARTER MIDGET CAR WEIGHT WITH DRIVER: (MSL)

MINIMUM 800 LBS. MAXIMUM NONE

Any material used for the purpose of adding to a car's total weight must be firmly attached as a part of the car's structure. No liquid or loose ballast, i.e. water, fuel, oil, sandbags, rocks, log chains, etc. allowed.

M. CHASSIS RULES DURATION (MSL)

ALL RULES WRITTEN AND ACCEPTED FOR THE "CHASSIS" SECTION OF THIS RULE BOOK WILL HAVE A MINIMUM EFFECT OF 24 MONTHS BEGINNING JAN 1, 2010. THIS IS TO PROVIDE THAT ANY NEWLY BUILT/MODIFIED CARS WILL HAVE AT LEAST A 12 MONTH LIFE SPAN.

N. WINGS—AIRFOILS (MSL)

No wings for the 2010 season unless lap counting becomes a problem. In the event that wings are added later in the season, the following rules apply.

1. WING SPECIFICATIONS 750's

- A. Wings of 10 square feet will be allowed. Side boards right side is a maximum of 48 inches by 18 inches, left side is a maximum of 48 inches by 24 inches. The wing cannot be mounted outside the center line of rear tires. 25 percent of side board must carry the car number. The center must be maximum 10 inches minimum 3 inches from the end and the sides will be no more than 18 inches up or down from the center. All wings must have minimal 1/16 inch radius edging or edging material of at least 1/16 inch radius. NO raw edges. NO wood or wood products to be exposed in construction of wings.
- B. Nose wings are not allowed.

O. PAINT—APPEARANCE (MSL)

- A. Cars must be painted in contrasting colors so as to be clearly visible and are subject to the approval of the technical committee.
- B. Cars appearing at the track must be painted. If damaged, the car must be painted within 7 days. Primer is not considered paint.

P. NUMBERS (MSL)

- A. 750's must have numbers at least 1 1/2 inches wide and 10 or more inches high. The number must appear on both sides of the tail section and the wing. There shall also be legible numbers at least 4 inches high on the nose section, which are visible from the front.
- B. There will be no three-digit numbers issued. There will be no duplicate numbers. All numbers must be registered with the association.
- C. Representatives of the class will deal with duplicate numbers, if the need arises.

6. OUTLAW 600 – Car Specifications

Age

- 1. Any driver who is under the age of 16 must be approved by the class.

A. ENGINE SPECIFICATIONS (Outlaw 600)

1. OUTLAW 600 MICRO MIDGET SPECIFICATIONS AND PROTESTABLE ITEMS

- a. Any 4-cycle engines no larger than 636cc
- b. Any type transmission with working clutch
- 2. All cars must have electric start.
- 3. Any form of traction control is PROHIBITED.
 - a. Driver and/or pit crew must be able to prove that traction control is non-functional every night and are responsible to provide equipment to prove this.
 - b. If driver and/or pit crew cannot prove traction control is non-functioning, they are considered guilty.
 - c. If found illegal, a penalty of loss of money for the night and points to date.
- 4. **Fuel** must be Gasoline, Alcohol or any mixture thereof. No performance enhancement additives of any kind allowed. Upper end lube is allowed.
 - a. Fuel can be protested for \$50.
 - b. If found illegal, a penalty of loss of points and money for the night.

B. Helmets and Seats (Outlaw 600)

- 1. SA-2005 or better
- 2. High backed racing seat is mandatory

C. Bodies (Outlaw 600)

- 1. All cars must have full race car body
- 2. All cars must be painted an attractive color
- 3. Required visibility for driver is at the discretion of the track official. If flagman cannot see

driver's eyes, the driver's vision must be increased or the visor must be raised or car will be disqualified.

D. FUEL TANKS (Outlaw 600)

1. All cars must have fuel shutoff
2. Fuel shut-off must be clearly marked.
3. Bladders or safety fuel cells are strongly recommended and will become mandatory in the 2012 season

E. NERF BARS/BUMPERS (Outlaw 600)

All cars must have side nerf bars and front and back bumpers

F. EXHAUST (OUTLAW 600)

All cars are required to have mufflers

G. WEIGHT (OUTLAW 600)

- a. All cars must weigh 750lbs with driver
 - a. If caught light first offense will be points and money for night
 - b. Second offense: money for night and points for the year
 - c. Cars will be scaled one time only unless officials request a second time.
 - d. Any material can be used for adding weight to the car and must be firmly attached as part of the cars structure. No liquid or loose ballast, water, fuel, sandbags, rocks, log chain, etc. allowed.

H. MISCELLANEOUS (Outlaw 600)

1. No "shifter" start when flagman waves green flag at start of race or restarting a race after a yellow or red flag
2. Any number of cockpit adjustable devices are allowed and can be used at any time during a race event. This supersedes the portion of rule 11.B.8 on page 19 which states "no..... adjustments can be made to any car during a yellow flag."
3. Wet battery is allowed
4. Driver must have firewall
5. The technical committee may bar from competition any car, which due to lack of maintenance, design or construction, is deemed to be dangerous.
6. If you go to someone else's pit area and conflicts arise then you are at fault.

I. NUMBERS (Outlaw 600)

Numbers must be legible on both sides of the car and on the nose. Minimum height on nose wing is 8". Minimum on tail is 10". Minimum on wing is 12"

7. TRUCK SPECIFICATIONS AND RULES 2009

A. ENGINE CLAIM (Trucks)

There is no Engine Claim.

B. PROTEST RULE: (Trucks)

1. There is a \$100.00 fee for protesting any rule other than any safety issue.
2. \$25.00 of the protest fee shall go to the tech inspecting the vehicle.
3. \$25.00 of the protest fee shall go to the Jayhusker Truck fund to pay for testing expenses and supplies.
4. If legal, the legal truck shall receive \$50.00.
5. If illegal, the illegal truck pays the \$25.00 tech fee and the \$25.00 to the Jayhusker Truck fund, and the protester shall have the \$100.00 fee returned.
6. All protests must be filled within 20 minutes of checker flag of final A feature. Any truck not present for inspection will be assumed illegal and forfeit points and money for the evening.

C. FINES, TROPHIES AND PRIZES (Trucks)

1. All fines will be paid in cash to the promoters and will be paid before racing the next race or event.
2. All fines are placed on the truck as well as the driver.
3. All money, prizes and trophies will be forfeited upon refusal of inspection or upon inspection and found illegal.
4. If found illegal, truck must be brought to rules specifications by next race attending.

D. GENERAL RULES: (Trucks)

1. Safety items are NOT protestable, but should be brought to the attention of the track officials and it will be dealt with as soon as possible.
2. Safety is everyone's responsibility, and the inspectors shall not be liable for any mechanical failure, nor for any losses or injuries resulting from it.
3. All trucks are subject to a random safety inspection by the inspectors.
4. Trucks must have FOUR working brakes OEM only, no modifications.
5. All glass and combustible material must be removed (door panels, padded dash, headlights, taillights, plastic grills, trim moldings, chrome, etc.)
6. Tire grooving is allowed. No mud grips allowed (discretion of the inspectors).
7. Mini trucks include Isuzu, Dodge, Chevy, Ford, Toyota, Subaru, Nissan, Datsun, Mitsubishi, and Mazda. (Including S10 Chevy, Ford Ranger, etc.)
8. All truck components will be factory stock, OEM, or OEM replacement with the exception of the carburetor and the steering wheel. OEM clutch components must be used; including stock OEM clutch [includes clutch disc and pressure plate]. With the motor running, a driver will need to be able to shift from neutral to forward and move the truck, and shift from neutral to reverse and move the truck. OEM flywheel can be resurfaced.
9. NO after Market speed equipment, including engine parts, will be allowed with the exception of shocks, springs, carburetor, and steering wheel. Stock intake manifold may be modified to allow fit of carburetor. No coil over shocks allowed.
10. A racing seat is required.
11. Truck Driver must be at least age 14, possess valid learners permit, signed parental permission documentation and approved by all other truck drivers.
12. Trucks missing two (2) consecutive races will start scratch in the back of the fastest heat race and A feature. Trucks will start in respective dashes based on heat finish.

E. FUEL AND ENGINE: (Trucks)

1. 2.0 Liter engine maximum or 2000cc max, 4 Cylinder SOHC and transmission unit. Bore and stroke 2000cc or less. A 2000cc motor can be bored .040 max. No push rod motors.
2. No DOHC engines and a maximum of 2 valves per cylinder.
3. No fuel injection, no turbo chargers or turbo engines, no diesel engines allowed.
4. Stock intake manifold may be altered to allow mounting of carburetor. No four-barrel carburetors.
5. OEM camshaft only no modifications.
6. Fuel shutoff mandatory. Must be mounted in the center of the bed cover, 6 inches to 12 inches from the front. Only the handle should be protruding from the bed cover. The handle must be clearly marked ON and OFF.
7. Racing gas is allowed. Octane booster is allowed. NO methanol or other fuel additives.
8. A 12-gallon maximum or less fuel cell will be required. NO boat or stock automotive tanks will be allowed.
9. If the fuel cell is a plastic bladder type, it has to be enclosed in a can.
10. The fuel cell must be securely mounted between the frame rails behind the rear axle. The lowest part of the fuel cell must be above the lowest part of the frame rails.
11. Headers are allowed.
12. Any rear end from a compact or sub-compact car or truck can be used.

F. ROLLING CHASSIS: (Trucks)

1. Drive train and suspension must be OEM and in OEM locations.
2. Drive train must have neutral and self-starting capabilities with forward and reverse gears.
3. Must have a scatter shield or bulletproof bell housing or bulletproof blanket constructed of 1/4" by 3" metal 180 degrees around bell housing.
4. All drive shafts must have a safety loop 360 degrees, made from no less than 3/16"x2" iron, no more than 12" from front of drive shaft.
5. All drive shafts must be painted white.
6. The battery must be mounted in the bed away from the driver with brackets securing it. Optional mounting of the battery in an enclosed container and secured in the bed is allowed.
7. The steering wheel must have a quick release hub.
8. A Steering Quickener is allowed.
9. Power steering allowed, but no rack and pinion.

G. ROLL CAGE: (Trucks)

1. The main roll cage will be constructed of 1.5" structural tubing or better [D.O.M. or Cromemolly] with a minimum wall thickness of .095".
2. A full perimeter four post roll cage must be used with an "X" bracing behind the driver. A front and rear hoop to the frame is also needed.
3. The roll cage will include four horizontal door bars on the driver's side. It will need a minimum of one bar from the bottom horizontal bar connecting to the frame of the truck.
4. Fuel cell protection bars are recommended and must be mounted no wider than the frame and no higher than the bed sides.
5. The truck may have two bars for protection in front of the radiator, behind the bumper, within the confines of the body, and no wider than the frame horns. The front frame horns may be tied together.
6. A screen of suitable strength is recommended to protect the radiator.
7. All bars in the roll cage must be inside the body.
8. NO square tubing or galvanized pipe will be allowed on the main roll cage. All tubing must be bent with a bender. NO square corners on the main roll cage will be allowed.
9. The roll cage must be wire or stick welded. NO brazing allowed.
10. All construction must be of good quality.
11. The seat must be mounted to the crossbars between the doors and to the roll cage.
12. A minimum of a five-point seat belt system must be used and mounted to the roll cage. The shoulder harness must be mounted to a crossbar for support.
13. A 1/4" hole should be drilled somewhere in the roll cage to enable a check for tubing thickness.

H. Front Bumpers: (Trucks)

1. All trucks must use a front bumper.
2. The outside edge of the bumper, including extensions, can't extend past the center of the front tires.
3. All edges on the bumper must be rounded. All trucks must start the race night with a front bumper. All bumpers in question will be left up to the tech. and the rep.

I. Rear Bumpers: (Trucks)

1. Rear bumpers must be confined to the insides of the body and must be of a non-hanging up type.
2. They must be mounted in no more than four places.
3. The ends must be securely tied back to the frame with rounded corners.
4. Factory rear bumpers may be used.

J. Sheet Metal: (Trucks)

1. OEM or any other type of sheet metal can be used for truck bodies.
2. Original firewall must be used in original location in front of the total width of the driver(s) compartment. If the driver(s) compartment has not been narrowed, then firewall must be the original width.
3. Cab floor must be enclosed to allow no access to the ground.
4. The bed floor can be eliminated.
5. The front inner fender wells may be removed.
6. The rear window area must remain open.
7. THE BED MUST BE COVERED 100%. No wood products can be used for bed covers.
8. A firewall must be mounted between the driver and the battery, the fuel cell, and the rear tires.
9. The bed does not have to be attached to the cab of the truck.
10. NO wood products. A tailgate is required and cannot be over 6" higher than the top of the bed.
11. The hood must be attached in at least four places.
12. Sheet metal may be bolted, welded, or pop riveted to form a unibody [fenders to doors, doors to cab].
13. Driver door protection a metal plate must be installed from the rear of seat to the front of seat, between the roll cage and the sheet metal.
14. All vehicles will have a truck like appearance.

K. Optional: (Trucks)

1. Nerf bars can be no larger than 1 5/8" tubing.

L. Safety items: (Trucks)

1. Window net only (no arm restraints)
2. Helmet - as required by Jayhusker Rules
3. Racing shoes
4. Neck brace
5. Racing gloves
6. Single layer racing suit
7. Fire extinguisher must be in pit area

** IF IT IS NOT STATED IN THE ABOVE RULES, IT WILL BE UP TO THE TECH OR JAYHUSKER OFFICIALS AND/ OR REP TO RULE ON OTHER ISSUES. **

2010 Officers (Trucks)

President – Alex Luecke (785) 243-8706 (cell), Vice President - Justin Murdock (785) 275-1049 (cell)

8. 600 RESTRICTOR CLASS RULES

**If 600 Restrictor car count is less than 6 at the start of hot laps, the 600 Restrictor Class will run with the regular 600 class.

Restrictor: Age 10-16 years or at the discretion of the promoter.

A. WEIGHT (minimum) (Restrictor)

700 lbs (car and driver)

B. BUMPERS AND NERFS: (Restrictor)

Cars must have bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge of the tires or wheels, whichever is widest. No sharp corners or designs as to hook or damage. All cars must be equipped with nerf bars. Nerf bars must extend to inside edge of tires, but not beyond the outside of tire.

C. WINGS (Restrictor)

1. Wings are mandatory except in the non-wing class. The wing cannot extend beyond the tires as driven. The wing cannot be mounted outside the centerline of the tires. Side boards may not extend more than 3" beyond center section and sides must cover center section. All wings must have a minimum 1/16" radius, no raw edges. No exposed wood or wood products to be used in the wing. The rib and spar within the center section (airfoil) may have wood products. Wings will be mandatory to enter the event. The only exception will be in case of a rollover, the car can run the night without a wing if a backup is not available. It is recommended for top wings to be pinned for easy removal in case of driver injury. If a nose wing is used, it must be installed so as not to obstruct the driver's vision. The nose wing must carry the same car number as the body nose. Wings sizes are as follows: No cockpit wing adjustors in restrictors.
2. Restrictor: Maximum top wing size is 10 square feet. Right side board maximum 48"x18"; Left side board maximum 48"x24". Nose wing maximum 9"x21".

D. WHEELBASE (Restrictor)

Restrictor 600, Non-wing: Maximum 63 inches outside to outside of rear tires.

E. SHOCKS (Restrictor)

Any absorber legal, except no cockpit adjustable shocks.

F. TIRES AND WHEELS: (Restrictor)

Restrictor 600: Right rear – Hoosier D35, American Racer SD 50 or NMMA spec tire. Any wheel size and tire combination may be used but tires may not exceed 22 ½ inches in height. Racing rubber only. Beadlocks optional. Air bleeders are allowed. Wheels must be held on with four (4) or more standard lug nuts, bolts, or knock-off hubs. Siping and grooving is allowed.

G. FUEL (Restrictor)

Restrictor 600: Methanol or pump gas allowed.

H. ENGINE RULES (Restrictor)

Restrictor: 4 cylinder 600cc engines only. Stock engines as the motor was run on the motorcycle from the factory with functioning charging unit. No non-factory engine work, i.e.: no ported heads, no lightened cranks, no cam degreeing, no lightening pistons, no head cleanup is allowed. Any air cleaner/air box will be allowed. Any exhaust will be allowed. Rods, pistons, cams, etc. must be stock parts as used on the motorcycle the motor came from. Carburetors must be OEM 600cc. No turbos or fuel injections shall be permitted. Carburetors will be restricted with 3/4" (0.75inch) restrictor plates. The restrictor plates must be flat and the hole must be perfectly round and located in the center of the restrictor plate. These restrictors must be located on the top half of the boot, fitting in the groove. Carburetor will be on the top of the restrictor plates. No cones allowed. Velocity stacks or any device to charge air flow to or from carburetors is considered illegal. Allow only 1 OEM stock appearing black box with manufacturer's part number to be used on that make. Any type of box that has an external adjustment is considered illegal. Boxes allowed include STOCK black box style Honda "HRC" version or "Yamaha Racing" versions. No aftermarket CDI's (ignition black boxes) allowed. Aftermarket timing advances are illegal. Cam gears that are redrilled, slotted or altered are illegal. Internal charging system components must remain in the motor. 2003, 2004, 2005 and 2006 engines are allowed on carburization only, you must use 2000, 2001 or 2002 carburetor wiring and boots and boxes. The boots must be stock. EXCEPTION: No Kawasaki 636 allowed.

I. TRANSMISSION (Restrictor)

Restrictor 600 non-wing: Stock transmission as ran on the motorcycle when delivered from the factory with all gears in working order.

J. PENALTIES (Restrictor)

NOTE: Cars, parts, components, and/or equipment will not be considered as having been approved by reason of having passed through inspection at any time or any number of times unobserved or undetected. Unless these specs say you can do something, you cannot. The race track Promoter has authority to determine any penalty that will be imposed unless stated in these rules.

ILLEGAL RESTRICTOR: 1st offense - \$200 fine and loss of points. 2nd offense - \$1,000 fine and done for the year.

9. SAFETY EQUIPMENT REQUIREMENTS (All Classes)

A. DRIVER SAFETY EQUIPMENT REQUIREMENTS

The following personal safety requirements are considered the minimum acceptable for any driver participating in a Jayhusker sanctioned racing program. They are required to be in use when ever the driver is in the race car and on the racetrack.

1. HELMET--All drivers must wear at least a "SA-2005" approved full-face helmet with approved eye protection. Drivers who are required to wear corrective lenses as stated on their driver's license are also required to wear them while racing with the Jayhusker Racing Association.
2. HELMET RESTRAINTS--Restraining devices, other than those required to keep the helmet solidly in place on the driver's head (chin strap), are not required. If a driver uses a helmet-restraining device it must not be attached in any way to the frame or solidly to the race car.
3. SAFETY BELTS/SHOULDER HARNESS--All cars are required to be equipped with a minimum 3 inch wide lap belt and shoulder belts of the same width. These belts will be attached to the frame of the race car with a minimum 3/8 inch bolt. An "Anti-Submarine" belt is required. All belts will be attached to a "single point" locking device within easy reach of the driver. "Push Button" locking devices are not acceptable. All belts will be of competition design and subject to close scrutiny and approval. Belts must be less than 5 years old.
4. ARM RESTRAINTS--Arm restraints are mandatory and shall be adjusted so as to prevent the driver's arms or hands from protruding outside of the roll cage. They also shall be attached to the "single point" locking device required.

5. DRIVING SUITS--Drivers are required to wear a "name brand" fire resistant driving suit made of "Proban, Nomex or Kevlar" and at least one layer in thickness. A suit of 2 layers is highly recommended.
6. UNDERWEAR--When the driving suit worn by a driver is only one layer in thickness, fire resistant underwear (Nomex etc.), long enough to cover both arms and legs, is required. When the suit worn by the driver is two or more layers in thickness, fire resistant underwear is still highly recommended.
7. NECK BRACES/COLLARS--A neck brace or neck collar of racing design is mandatory. The outer covering should be of fire resistant material.
8. GLOVES--Gloves of racing design and made of "Proban, Nomex or Kevlar" are required. Full leather gloves are not acceptable.
9. SHOES/BOOTS--Racing shoes made of "Proban, Nomex or Kevlar" are required. No other shoes or boots will be acceptable!
10. HOODS--Nomex Hoods/Bellaclava Nomex hoods that fit over the head and are worn under the helmet are highly recommended.
11. NOMEX SOCKS--Nomex socks are highly recommended.
12. HEAD/HELMET RESTRAINING NET--A web, cage or net to prevent the head/helmet from protruding out the right side of the race car during impact is highly recommended.
13. All of the above safety items will be inspected prior to a race car/driver being approved to race with the Jayhuskers and a visual check/inspection may be conducted at anytime during any race or as the car crosses the scales during the weighing process. Failure to have or use the above prescribed safety items can be grounds for disqualification.
14. DENTURES--Any and all dentures or non-permanent dental devices must be removed from the drivers' mouth before entering upon the racing surface.

B. PIT AND TRACK SAFETY EQUIPMENT REQUIREMENTS

1. All race cars in the pit area will have available to them within easy access, an ABC Dry Chemical fire extinguisher of at least 5 pounds capacity in good working condition. A 20 pound capacity Carbon Dioxide fire extinguisher in good working condition will serve as an acceptable substitute. A 2-1/2 gallon "Loaded Stream" water pressure fire extinguisher in good working condition is also an acceptable substitute providing that it is "pre-mixed" with ARC (Alcohol Resistant Foam) Foam. The technical committee will approve fire extinguishers that utilize "Halogenated agents" for fire extinguishment on a case by case basis.
2. A small First Aid kit is highly recommended for each car in the pit area. Drivers, mechanics and pit workers with each car will strive to keep a clean, safe and uncluttered pit area around their assigned area. Particular attention should be given to fuel storage and handling.
3. As a minimum, two ABC Fire Extinguishers of at least 20-pounds each, will be available at all times when there are any race cars on the race track. One may be located at either end of the "infield" or carried on a push vehicle that is assigned to the track area. These two fire extinguishers are in addition to the requirements of the pit area or any fire protection provided by any other outside source during any Jayhusker program.
4. Additional Fire Protection is required at any and all Jayhusker racing programs and will consist of no less than one Pumper/Tanker, manned by two trained firefighters, with the capacity to extinguish an amount of fuel equal to the maximum load carried in the tanks of two race cars. The firefighters assigned must also be trained to assist in extrication/rescue of drivers.
5. Medical Protection is required at any and all Jayhusker racing programs and will consist of no less than one ambulance, capable of immediate transport, manned by at least two medical technicians capable of providing "Basic Life Support."
6. Wrecker/Hoisting service is required at any and all Jayhusker racing programs with the minimum capabilities to hoist, raise or tow any disabled race car.
7. No race program may start or continue without the above stated safety requirements in place. It shall be the duty of any and all race stewards, race officials or Jayhusker officials to ensure that this protection is in place and in a timely manner.

Items of safety are "NON-PROTESTABLE," but infractions should be reported to the nearest steward/official immediately.

10. RACING FORMAT

The normal race program will proceed in the following manner: Track Preparation, in which ALL cars will assist in wheel packing and readying the racing surface. Hot Laps, the amount and length to be determined by the Chief Steward. Heat Races, Trophy/Dash for Cash, Speed Dash, Semi-Main races and finally the "A" Feature. Only the Contest Board makes changes to this format.

****ANY DRIVER WHO DOES NOT PACK THE TRACK WILL NOT BE PERMITTED TO RACE IN HIS/HER HEAT RACE.**

**Hot laps will be run in the order of that night's running order. No exceptions will be made. Only ONE set of hot laps per car--if this rule is violated, that car will not be permitted to run in the heat races. Exceptions can be made for engine/electrical problems, but must be approved by the Flagman and/or Pit Steward.

The rules for lineups for the Heat races, and qualifying and lineups for Dashes and Features will be determined on a yearly basis by the contest board with approval by the general membership. An official Jayhusker insert/addendum of the lineup rules for this rule book will be provided.

- A. The line-up for the A Feature will be as follows:
 1. The top 12 finishers in the heat races will be inverted (by points)
 2. All other cars in the A Feature will be placed at the back of the field in the way they finished in the heat or B Feature.
- B. No changes may be made to the racing format or rules for lineups without the approval of the Contest Board.
- C. Maximum allowable cars on a specific race track.
 1. The maximum number of cars on each track at Beloit, Clay Center, Concordia, Fairbury, and Washington will be left up to the discretion of each track and scorers.

11. RACING RULES AND PROCEDURES

A. DRIVER CHANGES

1. A car qualified for the "A" Feature will remain qualified until/unless a driver change is made. If a driver change is anticipated, the Chief Steward will be notified at once and he/she will determine the newly named drivers' eligibility and will approve the driver change if appropriate. If the car in question was qualified for the "A" Feature through a qualifying heat race, it will not be allowed to re-qualify through any other heat race during that particular program, but must be placed at the rear in the "scratch" position of the first qualifying Semi Main Race (C, B etc.).
2. If, FOR ANY REASON, a driver cannot drive the car he qualified in the "A" Feature and all qualifying races have been started or completed, that car will be "scratched" from further competition for the remainder of that racing program.

B. STARTING AND DRIVING RULES

1. Any driver participating in any Jayhusker sanctioned race program may be fined or suspended by the Contest Board for any of the following infractions: Foul Driving, intentionally cutting the mark, unnecessary bumping, crowding, chipping, banking, charging corners, jumping the start or rough driving as may be determined by any Jayhusker Official.
2. No race program may be conducted until a "drivers meeting" has been held to fully explain the race program and answer any and all questions posed by the drivers. All drivers, car owners/entrants are required to attend, and it is their responsibility to do so. Any driver, car owner/entrant failing to attend may subject their car to a penalty as may be imposed by the Stewards and shall be charged with knowledge of the matters discussed at such meeting as if he/she had been present. If car and driver are not "checked in" by the start of the "driver's meeting", they will be started in the back of their heat.
3. Starting Line--The starting line shall be that part of corner number four where the radius of the turn becomes the front straight-away. It will be defined by a chalk (flour) line across the track at a ninety degree angle and a soft rubber cone shall be placed inside to denote the same.
4. Finish line--The finish line is that imaginary line that crosses the front straight-away to the infield at ninety degrees to the Starter/Flagman start/finish line.
5. All starts will be rolling starts. The race car in the pole position is allowed to set the pace for the start. If, in the

opinion of the starter, the pace is too slow or too fast he may indicate so to the car on the pole who will adjust his speed accordingly.

6. Racing/Passing may begin when the starter has waved the green flag. He will do so when the pole car has or is crossing the starting line. All cars must maintain their position in the field until the green flag waves.

a. A cone shall be placed on the front straight away for single file restarts. Everyone must maintain their position until they pass the outside of the cone.

I. First offense: They will be placed at the back of the field.

II. Second offense: They will be removed from that race.

7. Yellow flags/cautions. . . If a car is "dead" on the track, i.e. not moving, without exception including the first lap, that car/cars will be placed at the rear of the field on the restart. Any car stopping on the track, other than to consult with officials regarding safety issues, will be placed at the rear of the field.

8. When a yellow flag is displayed during a race, the line up is determined by reverting to the last scored lap ran under the green flag. All "restarts," after one full lap has been completed by all cars, will be from the same starting line used for the original start, but the cars will be lined up in single file in their current order of running. If one full lap has not been completed, the car/cars deemed to have caused the yellow will be placed at the back of the field for the full restart. Any car that has is "dead" on the track during the first lap will also be placed at the rear of field on the double file full restart. No repairs or adjustments may be made to any car during a yellow flag. Any car which is deemed to have caused two yellow flags during one race will be disqualified from that particular race.

9. When two or more cars are involved in the same accident, any cars deemed safe by the stewards and safety director may restart at the back of the field except those cars that have been "upset" on their sides or tops. Those cars having been "upset" will be removed from the racing surface and can no longer compete until an inspection can be performed by the Technical Director/Committee and/or Safety Director.

10. When a Red Flag is displayed during a race, all drivers must come to a complete stop. The race will be resumed using the same "restart" procedures as under the yellow flag unless the decision to "Call" the race as official and end it at that point. Any repairs, adjustments, fueling etc. done under red flag conditions, must be done with the race car stopped no more than 10 feet from the racing surface. All cars must be ready for a restart when called by the stewards/starter, if unable to restart; they will be removed from the race track and no longer scored for that race.

11. All cars will race until they pass under the Checkered Flag at which time they will be placed in their order of finish by the scoring records.

12. ROOKIES

All rookies are required to have a streamer tied to the back of his/her car or truck for safety purposes. All rookies will start at the back of each race (heats, dashes, features) for the first two races.

13. PENALTIES

A. Penalties assessed for violation of any rules within this rule book may include any of the following:

1. Fines
2. Laps
3. Forfeiture
4. Disqualification
5. Exclusion
6. Suspension
7. Bonds
8. Loss of Points
9. Dismissal/Removal

B. Authority to pronounce a fine--The Contest Board of the Jayhusker Racing Association shall have the authority to impose a fine of up to \$500.00 upon any member who violates any Jayhusker rule. This authority of the Contest Board is in addition to any specified penalty attached to a rule.

C. Applications of fines--Fines may be deducted from any prize money of an entrant. All fines shall belong to the Jayhusker Racing Association and shall, upon collection, be transmitted immediately to the Treasurer. No fine assessed shall be removed or modified except by the order of the Contest Board.

D. Delay of Payments of Fines--Fines are payable immediately. Any delay in making payment shall

- entail suspension during the period the fine remains unpaid.
- E. Authority to Pronounce Lap Penalties--The Contest Board shall have the authority to pronounce lap penalties as specified in these rules. The authority shall be limited to violations occurring during qualification periods or races. Lap penalties shall be pronounced in complete laps only.
 - F. Effect of Lap Penalties--The pronouncement of a lap penalty shall result in the removal of official credit for the specified number of laps from the total laps credited to that participant. If the lap penalty is pronounced during the competition, the removal of official credit shall begin with the participant's lap in which the violation occurred and shall include subsequent consecutive laps, as specified. If the penalty is pronounced after the competition is completed, the removal of official credit shall begin with the participant's last lap and shall include previous consecutive laps, as specified. In either case, the scoring records will then be amended to reflect the removals and all prizes and awards earned in the competition.
 - G. Notification of Lap Penalties--Officials shall make every effort to notify the offending competitor of a lap or more penalties at the time it is determined. However, failure to notify the competitor during the race will in no way mitigate or change the penalty.
 - H. Authority to Pronounce Forfeiture--The Contest Board may pronounce a sentence of forfeiture. A sentence of forfeiture shall render null and void results and/or rewards which were earned by a driver while in non-compliance with these Competition rules. Only those results and/or rewards specifically enumerated in the pronouncement of the penalty shall be considered forfeited. In all other respects, the driver shall be considered to have been an official participant during the period of non-compliance, and shall be listed among the competitors after the effect of forfeiture has been applied.
 - I. Authority to pronounce Disqualification--The Contest Board may pronounce a sentence of disqualification. A sentence of disqualification shall entail the loss of any right to take part in a specified sanctioned competition. If pronounced during a race, it shall entail the loss of any right to take part from the time at which the disqualifying condition first occurred. It shall entail the forfeiture of entry fees paid or payable, and entail the forfeiture of awards earned up to the moment at which time the infraction for the disqualification occurs or is deemed to have occurred.
 - J. Authority to pronounce Exclusion--The Contest Board may pronounce a sentence of exclusion. The person sentenced to exclusion shall be prohibited from any participation, either directly or indirectly, in all or the remaining part of sanctioned competition. A person who has been excluded from competition has no driver/owner rights during said competition. Persons under sentence of exclusion will not be issued credentials of any kind and the privileges and uses of the race course and pits will be denied them. In all cases, exclusion shall entail forfeiture of entry fees paid or payable, as well as the forfeiture of any awards earned during competition, which shall accrue, to the Jayhusker Racing Association.
 - K. Authority to Pronounce Suspension--Only the Contest Board may pronounce a sentence of suspension and the period of suspension shall be limited to a maximum of one calendar year. A sentence of suspension, so long as it remains in force, shall entail the loss of any right to take part in any capacity, whatsoever, in any Jayhusker sanctioned program. Persons under sentence of suspension will not be issued credentials of any kind and the privileges and use of the race course and pits will be denied to them. Suspension shall also render void any previous entry made for any competition which may take place during the term of suspension and shall entail the forfeiture of the fees paid or payable for any such entries. Every suspended person shall surrender his or her membership privileges to the Contest Board.

14. PROTEST AND APPEALS

A. PROTESTS

1. All protests and fees due are to be filed with the Chief Steward. They are to be in writing and preferably on the prescribed form. When the approved form is not available, the protest may be filed with at least the following minimum information: "Short paragraph citing the rule infraction and principles involved", it will be signed by the Protester who will also include the time and date. Protests will be filed within the time limits prescribed by this rule book. **VERBAL PROTESTS ARE NOT ACCEPTABLE AND MAY BE CONSIDERED GROUNDS FOR DISQUALIFICATION.**
2. If the protest relates to the "Engine" section of this rule book, the fee will be \$600.00 and will be

investigated and ruled upon by the Technical Committee, with the Contest Board serving as the reviewing authority.

3. All other Protests will have a fee of \$20.00 and will be investigated and ruled upon by the Contest Board, with the Technical Committee serving as the reviewing authority.
4. If an engine is to be measured for legality only the "Bore, Stroke, Cam Base Circle and Lobe Height" can be measured. The resulting measurements will be checked against a "recognized published book." If the engine falls within the specifications it is considered legal.
5. Each owner/driver team will be responsible for providing a brand name service manual covering their particular brand/model engine with which to establish specifications.
6. If after inspection, the car is declared illegal, or if officials are refused the right to examine the car, it may be presumed to be illegal and the owner and car shall be subject to the penalty prescribed by the ruling authority.
7. When the ruling authority upholds protests and the protests are of an "engine" or "chassis" nature the protest fees will be returned to the protester.
8. When the ruling authority denies protests and the protests are of an "engine" or "chassis" nature the protest fees will be turned over to the Protestee. If the car is legal, the car owner will receive partial reimbursement, as determined by Jayhusker officials, if there is expense in putting the engine back together.
9. In all other cases, if the protest is upheld the, protest fee will be returned to the protester. If the protest is denied, the protest fees will be turned over to the Treasurer or deposited in the Jayhusker Treasury.
10. In all cases where protests are upheld, the ruling authority will assess the penalty from the "Table of Penalties" section of this rule book.
11. Protests may be settled at the track if the proper equipment is available. If proper equipment is not available, a time and place will be found within one hour to resolve the protest, said time and place to meet the approval of the ruling authority. The car/driver will be notified of the time and place as soon as that decision is made.
12. Only car owners/drivers may protest other cars for infractions under the "Engine" or "Chassis" sections of this rule book. No protest can be filed against a car/driver who is not competing in the racing program.
13. A protest against the scorers, timekeepers or award of position lies only with the driver/owner of the car involved.
14. A protest against any actions of another competitor during the course of competition lies only with the driver/owner.
15. The results of the Main Event (A Feature) will be posted in the pit area in a clearly visible manner as soon as they become available after the completion of that race. From that moment and for the next 30 minutes all protests will be received by the Chief Steward for resolution. If no protests are filed the results will be deemed accurate and will be so entered in the record for that racing program. The aforementioned "30 minute" time frame is the only acceptable time in which anyone may file a protest. Items where a driver/owner feels there has been an obvious oversight or a pressing need to bring to light an undiscovered condition should be brought to the officials attention as soon as possible and are not considered "Verbal Protests" and further are not subject to the same "30 Minute" time frame.

B. APPEALS

1. Right to Appeal and Time Limit--Any Protester shall have the right to appeal from the decision of the Officials relating to his/her protest, but any such decision shall not be stayed because appeal is taken. An Appeal must be filed with the President of the Jayhusker Racing Association with a post mark within 96 hours of the receipt of the decision appealed.
2. Content of Appeal--Appeals shall be in writing and must be accompanied by an appeal fee of \$100.00. The appeal fee shall be in addition to any monetary fine or protest fee previously assessed. The appeal must clearly state the error or errors claimed in specific rather than general terms; must set forth the facts and grounds upon which it is based; must be accompanied by sworn affidavits necessary to substantiate it; and must include a copy of the original protest.

3. Adjudication of Appeals--The President of the Jayhusker Racing Association will rule on all Appeals and may dismiss appeals or portions thereof on the basis of procedural noncompliance. He may, at his discretion, utilize any member of the Technical Committee, Contest Board or any other member he deems necessary to render a valid decision. His decision is final! Publication of Judgment--The Jayhusker Racing- Association shall have the right to publish or cause to be published a judgment on appeal and to state the names of parties interested. The persons referred to in such publication shall have no right of action against the Jayhusker Racing Association or against any person publishing such notice.
4. Decisions of Jayhusker race officials on interpretation of rules, scoring of positions and penalties shall be final unless such decisions and penalties are protestable under these rules and are protested and appealed within the time limits and other procedures prescribed by these rules. No court action may be taken on any decisions rendered by Jayhusker officials.
5. Compliance with Procedures--Any appeal which fails to comply with the foregoing requirements may be dismissed and disregarded. Any error not specifically raised in the appeal shall be deemed to have been waived. Errors not specifically set forth in the protest may not be considered on appeal.

15. CHAMPIONSHIP POINTS AND AWARDS

A. POINTS

1. Points used in determining the Jayhusker Racing Association Champion are awarded to drivers who compete in Jayhusker sanctioned racing events. They shall accrue to the driver, never the car, at the rate shown on the Jayhusker Championship Point Schedule. Championship points may be amassed in no other way or form!
2. A bonus of 10 points will be awarded to any driver who can perform a "clean sweep" of any racing program. That is the driver must win the Heat Race he is assigned to, he must also win the Dash Race he is assigned to and further must win the Main Event (A Feature). All these wins must be performed in the same car.
3. Any driver entered in a Jayhusker sanctioned racing program who has earned a total of 4 or fewer points at the conclusion of the program will be awarded enough points to bring his points total for that racing program to 5 points. No driver may receive less than 5 points for a racing program.
4. No race car will be allowed to compete in any racing program where Championship Points are awarded until it is inspected and approved by the Jayhusker Racing Association and all dues and fees are paid in full.
5. In order to be eligible for the awarding of Championship Points, all cars/drivers must be registered at the Pit Entry gate for each racing program. Placing their car number after their signature will indicate drivers.
6. No driver may enter more than one car in any racing program with the intent of garnering "Extra" Championship points by competing in more than one Heat, Dash or Qualifying race.
7. If a driver transfers to the A Feature from the B Feature, that driver will receive no points for the B Feature.
8. Any driver taking the green flag for a race will be eligible for points in that race.
9. Championship points are redeemable in cash awards at a rate determined by the Jayhusker Racing Association.
10. When there are special two-day or three-day shows throughout the season, the Jayhusker point schedule can be changed. Each Jayhusker driver will be awarded 50 points per night for each night they drive of the "special" event regardless of their finish. Regular Jayhusker points will not be awarded for these "special" shows. Additionally, the starting lineup will be determined by a pill draw for these special events in lieu of the regular Jayhusker "inverted" lineup. It will be up to the discretion of each class to determine what nights are or are not "special" events.

B. JAYHUSKER AWARDS

1. CHAMPION
This award will go to the driver who finishes the racing season with the highest accumulation of Championship Points.

2. **SPORTSMAN OF THE YEAR**

This award will go to the driver who exhibits the true qualities of a sportsman. Who through out the racing season has contributed to the success of his team but more importantly to the Jayhusker Racing Association.

3. **ROOKIE OF THE YEAR**

In each class, this award will go to the newest driver, who has not in the past competed with the Jayhusker Racing Association or any other Racing Association. The rookie of the year will be based on final point standings alone.

4. **MOST IMPROVED DRIVER**

For each class; there will be a most improved driver award, which will be given to a driver who has displayed exemplary improvement throughout the season. The award will be voted on by members of each class, and be given at the annual Jayhusker Banquet.

16. GENERAL RULES

A. IMPROPER CONDUCT/LANGUAGE

1. Any person within the jurisdiction of the Jayhusker Racing Association who at any time uses improper language to an official shall be subject to immediate suspension. The length of suspension will depend upon the degree of the offense and will be determined by the Jayhusker Racing Association.
2. Any person within the jurisdiction of the Jayhusker Racing Association who at any time causes bodily harm to, strikes or assaults (verbal or physical) any person shall be immediately fined and/or suspended. Length of suspension and amount of fine will be determined by the Jayhusker Racing Association.
3. Any person(s) causing a disturbance may be banned from the racetrack as well as the pit area. They may also be fined/suspended as seen fit by the Jayhusker Racing Association.
4. The use of intoxicants by ANYONE including, drivers, car owners, pit members, spectators in the pits, mechanics or Jayhusker Officials immediately prior to or during a racing program is strictly forbidden and may be grounds for dismissal or removal of the guilty party(s).
5. Any driver under the influence of alcohol or drugs will be barred from competition. Any driver may be subject to random drug testing before or during any Jayhusker racing program.

17. DUES

- A. Dues are payable by March 31st and cover the period of one calendar year.
- B. Every driver competing for Championship Points must have an Active Membership.
- C. The following categories of membership must pay the dues listed for that membership:

18. MISCELLANEOUS

- A. Pit passes will be displayed prominently on all members in the pit area.
- B. All persons are encouraged to assist any other car or driver in need of help for the betterment of the racing program.
- C. All persons in the pit and track area shall appear clean and well groomed. Car owners/drivers will be responsible for the persons in their assigned pit area, and may be penalized for their behavior.
- D. Drivers, car owners, mechanics, pit attendants and other persons must be 18 years of age or older and able to prove it before entry into the pits is allowed. Persons under the age of 18 will be allowed in the pits and track area ONLY if they have signed parental permission on the proper insurance form and this form has been notarized and is on file with the Jayhusker Racing Association, they must also have adult supervision while in the pit area.
- E. Rookie drivers shall start in the last position of all races in which they compete for TWO Jayhusker Racing programs.
- F. All members have 14 days from the completion of the last Jayhusker sanctioned program to submit any and all proposals for changes to the Jayhusker rule book to the Rules Committee.
- G. The Annual Jayhusker Racing Association Awards Banquet will be held at a place/time to be determined by the President of the Jayhusker Racing Association.
- H. Weighing of race cars. The scales will be available prior to the start of every race program on a

"first come, first served" basis. MANDATORY WEIGHING immediately after a race will be conducted for the following finishers:

1. Heat Races: RANDOM AT THE DISCRETION OF THE TECH COMMITTEE
2. Dashes: RANDOM AT THE DISCRETION OF THE TECH COMMITTEE
3. Semi; Mains: RANDOM AT THE DISCRETION OF THE TECH COMMITTEE.
4. "A" Feature Top 5 (Five) finishers.

(IF THERE IS ANY DOUBT IN YOUR MIND AS TO WHETHER YOU NEED TO BE WEIGHED OR NOT, GET WEIGHED BEFORE YOU PARK YOUR CAR IN THE PITS.)

- I. JAYHUSKER RACE OFFICIALS--When a race program is conducted that awards any moneys, prizes and/or Jayhusker Championship Points and the race officials that are in authority were not elected or appointed by the Jayhusker Racing Association, their decisions shall have the same authority as the duly elected or appointed Jayhusker officials and are NON PROTESTABLE!

19. JAYHUSKER RULE ENFORCEMENT

The Jayhusker Association wants to ensure that the rules are complied with. Therefore, immediately after an "A" feature race is started at each racing program, a drawing may be held. This drawing will be from tags in a container. Each tag will have a rule to check and a finishing position to identify which car to check, on it. There will be a number of "blank" tags also. Thus, if the tag has the rule "Check displacement" "Position 4" on it, the car finishing 4th in the "A" feature will have the cubic inches checked for legality immediately after the race. Conversely, if a "blank" tag is drawn, there will be no rule checked for that feature race. There will be separate tags for each class as the rules differ from class to class. If the car is illegal, penalties will apply. If the car is legal the car owner will receive partial reimbursement if there is expense in putting the engine back together. For example, if a new head gasket is needed to replace the head after the displacement check. By the same token, if the rule checked by the drawing is to determine that the fuel is legal, the Jayhuskers will stand the cost of having the fuel sample tested, if needed. If the fuel is then found illegal the expense will be charged back to the car being checked.

20. JAYHUSKER CHAMPIONSHIP POINT SCHEDULE

| Heat Races | Trophy | Speed Dash |
|-------------------|------------------|-------------------|
| 1st - 25 | 1st - 25 | 1st - 20 |
| 2nd - 20 | 2nd - 24 | 2nd - 19 |
| 3rd - 17 | 3rd - 23 | 3rd - 18 |
| 4th - 12 | 4th - 22 | 4th - 17 |
| 5th - 11 | 5th - 21 | 5th - 16 |
| 6th - 9 | 6th - 20 | 6th - 15 |
| 7th - 7 | 7th - 19 | 7th - 14 |
| 8th - 5 | 8th - 18 | 8th - 13 |
| 9th - 3 | 9th - 17 | 9th - 12 |
| 10th - 1 | 10th - 16 | 10th - 11 |

| "A" Feature | "B" Feature | "C" Feature |
|-------------|-------------|-------------|
| 1st - 100 | 1st - 14 | 1st - 14 |
| 2nd - 85 | 2nd - 13 | 2nd - 13 |
| 3rd - 70 | 3rd - 12 | 3rd - 12 |
| 4th - 65 | 4th - 11 | 4th - 11 |
| 5th - 60 | 5th - 10 | 5th - 10 |
| 6th - 55 | 6th - 9 | 6th - 9 |
| 7th - 50 | 7th - 8 | 7th - 8 |
| 8th - 48 | 8th - 7 | 8th - 7 |
| 9th - 45 | 9th - 6 | 9th - 6 |
| 10th - 40 | 10th - 5 | 10th - 5 |
| 11th - 38 | 11th - 4 | 11th - 4 |
| 12th - 35 | 12th - 3 | 12th - 3 |
| 13th - 30 | 13th - 2 | 13th - 2 |
| 14th - 28 | 14th - 1 | 14th - 1 |
| 15th - 25 | 15th - 1 | 15th - 1 |
| 16th - 20 | 16th - 1 | 16th - 1 |
| 17th - 18 | 17th - 1 | 17th - 1 |
| 18th - 15 | 18th - 1 | 18th - 1 |

21. JAYHUSKER STANDARD PURSE PAY OUT

The Jayhusker purse payoff will be determined yearly by the contest board with approval by the general membership. Official pay out structure addendum/insert to this rule book will be issued to all members.

22. JAYHUSKER RACING ASSOCIATION PROTEST FORM

JAYHUSKER RACING ASSOCIATION PROTEST FORM

I HEREBY PROTEST THE FOLLOWING:

WHICH IS/WAS IN VIOLATION OF THE CURRENT JAYHUSKER RACING ASSOCIATION RULE BOOK, SECTION _____, PARAGRAPH _____, ON PAGE _____. ATTACHED IS MY PAYMENT OF \$ _____ (CASH OR CHECK) WHICH IS THE PROPER AMOUNT AS STIPULATED IN THE CURRENT JAYHUSKER RACING ASSOCIATION RULE

 (TIME) (DATE) (SIGNATURE)

OFFICIAL DECISION OF PROTEST EXAMINATION/INVESTIGATION OF THE ITEM OF YOUR PROTEST REVEALED THE FOLLOWING:

THEREFORE YOUR PROTEST IS: UPHELD _____ DENIED _____, AND YOUR PROTEST FEE OF \$ _____ IS HEREBY _____ BASED ON THE DECISION OF THE AUTHORITY HAVING JURISDICTION.

 (TIME) (DATE) (SIGNATURE OF PERSON REVIEWING PROTEST)

23. JAYHUSKER RACING ASSOCIATION APPEAL FORM

APPEAL OF PROTEST DECISION

I HEREBY APPEAL THE DECISION HANDED DOWN TO ME ON _____ BASED ON THE FOLLOWING ADDITIONAL INFORMATION:

ATTACHED IS MY PAYMENT OF \$_____ WHICH IS THE AMOUNT STIPULATED BY THE CURRENT JAYHUSKER RACING ASSOCIATION RULE BOOK.

(TIME) (DATE) (SIGNATURE)

OFFICIAL DECISION ON APPEAL OF PROTEST DECISION
BASED ON THE ADDITIONAL INFORMATION PROVIDED BY YOU, THE DECISION RENDERED BY THE AUTHORITY HAVING JURISDICTION IS DEEMED TO BE CORRECT _____ INCORRECT _____, THEREFORE YOUR APPEAL IS: UPHELD _____ DENIED _____ AND THE ORIGINAL PROTEST DECISION IS: UPHELD _____ OVERTURNED _____, AND ALL OF YOUR PROTEST AND APPEALS FEES ARE _____.

(PRESIDENT OF THE JAYHUSKERS) (DATE)