Junior Technical Rules and Regulations Edition 26

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10.7. POST RACE TECH AND ENGINES

10.8. General Engine Checks

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

10.9. Carburetor and Intake system:

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

10.10. Ignition system:

1. Flywheel key must be in place cannot be offset.
2. Coil mounting holes cannot be slotted to enable adjustment of timing.

3. Check coil mounts for bending or plugged and rethreading.

10.11. Flywheel

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

10.12. Internal Engine checks –

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

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

10.15 Engines will be removed at various meetings and taken for strip check during the Season. It will be the driver's responsibility to collect and rebuild the engine or cover the cost of rebuild by our independent engine inspector. The complete car is also subject to sealing and may be requested to attend a complete tech check at the HQ during any part of the racing year under arrangement.

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

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

18.8. Numbers must be at least **Ten (10) inches high** and a minimum of **two** (**2) inches wide** and neatly attached to both sides of the car, located in the center of the door. Numbers must be located on the doors only and in the NASCAR style. No Interactive numbers. They must be clear and readable see section 43.0.

Fourteen (14) inches high numbers must be attached to the roof, reading from the **OUTSIDE** of the racetrack. Numbers can be in any design if they are readable and not enhanced with flames, shapes, etc. Numbers must be made of a colour with a high contrast to the car body colour. All number designs are subject to the promoter's approval. All cars are required to display their car number using a **four (4) inch** high number on the right rear tail-light and front left-hand bumper area of the car see section 43.0.

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

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

18.10. ALL first-year drivers (Rookie of the Year Candidates) and ALL new Junior drivers are required to display a yellow "Rookie Stripe" across the rear of the car's bumper area for their first year of racing. The dimensions of the stripe must be a minimum of **2" x 14".**

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

18.12. All official decals and sponsor decals must also be displayed to participate in any event and score points for that Championship. Refusal to display any series sponsors' decals will result in full price parts and tires charged to the said car driver for the remainder of the season and no Points, prize funds or awards to the car concerned, and may be refused entry into designated events.
18.13. Your name must be placed on both sides of the roof panel over side main window apertures all other decals **see picture in section 43.0.**
18.14. The championship winner is allocated either the #1 or gold roof for the following season in which the championship winner must run at least one of the chooses on the car for the following year his/her original number will be retained for the time the #1 is run you may run both a gold roof and the #1 if desired. The Gold roof must cover the whole roof area to the top of the A B C pillars, and your roof number must remain visible.

19: GENERAL CAR / BODY REQUIREMENTS

19.1. Only fiberglass bodies and replacement panels manufactured and supplied by JACC Racing Ltd are permitted. Any copying of the bodies or body panels is a violation of our policies, and the car will be deemed illegal for use until the legitimate body parts are purchased through ACC Racing Ltd or a fine is applied. It will be down to the car owner to prove its originality. No modifications to body shape are allowed other than those listed in these rules. All new panels have been chipped / tagged from manufacture including older units and can be checked for authenticity. Old units will now be security sealed also.
19.2. Stock roof hatch the hatch must be hinged on the end towards the front of the car. A mechanical latch must be installed to hold the lid in the closed position at any time the car is being operated.
19.3. The fiberglass body must be firmly attached to the car during any Event, Bodies damaged during an Event may be duct taped to finish that weekend of racing. If a body is damaged, it can continue to race with pieces missing, however, it may be Black Flagged by an Official if it poses a safety hazard. If a body is severely damaged, it must be repaired and repainted before next weekend's race. All bodies must be secured down to the chassis. Cable ties may be used in emergencies only and must be replaced by the following meeting.
19.4. A Lexan / Macron window is required in the rear, and port windows on both sides of the car at the beginning of an Event, with a minimum thickness of 1/8 inch. For road racing purposes at long track events, the front windshield must be a minimum thickness of ¼ inch. If rear or port windows are damaged or missing after an Event has begun, the car may finish that Event if the Official declares it poses no safety hazard.
19.5. Visibility. Front screens must be removed for any meeting of 1/4 mile (single lap track distance). When the screen is removed, a replacement aluminum framework of the same shape and form of the black covered area of the standard screen with two center supports of a maximum width of 2 inches must be fitted either side of drivers view. The replacement support screen must be made up of a minimum thickness of 3mm aluminum of a one-piece structure and be riveted or bolted to the body with a minimum of 8 fixtures. a maximum of 12 x 2 inches or equivalent holes may be drilled in the rear screen; 5x bottom, 5x top, 1x left center of screen and 1x right center of screen to accommodate air flow of the removed screen at the official's discretion.
The Standard front Perspex screen must be fitted and in place for any track over 1/2-mile. All screens must be attached to the car at a minimum of 6" gaps.
19.6. Additional air dams, Vent holes, spoilers, or other aerodynamic devices not sold by ACC Racing Ltd are not permitted.
19.7. Belly Pans other than the original floor pan, are not allowed.
19.8. Aluminum plates riveted to the body may be used as temporary repair only for a meeting.
19.9. The Manufacturer's rear spoiler must be used as supplied by ACC racing without any alterations. Spoiler angle must be between 30 and 55 degrees from vertical. No spacers or devices are allowed that change the factory angle. If a spoiler is damaged or broken during an Event, the car will be allowed to finish that Event, but must be repaired or replaced before the next Event.
19.10. Hinges and pin kits required. Roof opening must be hinged in front only. Positive latches that can be opened from inside and outside of the body are required. Hood and trunk must be held shut with positive pin fasteners, one (1) on each side or fastened in a manner acceptable to Official(s). All roof hatches must be secured during racing, but the driver must be able to open from inside for emergency exit.
19.11. Cars must be neat in appearance. The chassis must be painted, or powder coated. The body interior may be left unpainted. Anybody damaged must be neatly repaired and painted by the next event. You will be given 1 meeting's grace to sort out damage.
19.12. All components shall be in top quality condition. Bodies cannot be altered from original manufacturer with exception of repairs. The repair must be as close to the original measurements, shape, and silhouette as possible. Any reinforcement of the body must be acceptable to Official(s).
19.13. Fenders may not be cut or altered except for tire clearance, subject to approval by Official(s). No fender flairs.
19.14. The minimum weight of the car shall not be less than 683.5lbs or 310kgs including driver, equipment, and remaining fuel. This weight rule is in effect for oval track events.
19.15. If the weight of the car is less than the minimum requirement at post-race Tech Inspection, it will be sent to the back of the field for the reminder of the meeting, with penalties applied. This includes but is not limited to fuel. There will be no set tolerance for

ground conditions. All cars will be weighed at the same spot on the same scales with only the driver, mechanic, and Tech Officials in attendance.
19.16. Weight clamps or lead weights are permitted. Lead blocks must be made clearly visible with neon paint. Car numbers must be painted on lead blocks. Weights must be firmly bolted to the car with 2x 3/8-inch bolts. And placed inside rails, if possible, no other materials may be used, including, but not limited to, pellets or beads. Mounting of all weight must be acceptable to the Officials. If a car loses any weight on the track, that car will be black flagged.
19.17. The aluminum interior panels must remain in stock thickness as issued by the Manufacturer. NO modifications to the panels, No openings are allowed in the panels which could allow fire, oil, etc. to enter the driver compartment and no oil coolers may be mounted in any interior panel.
19.18. Brake lights are required for Oval and road racing. The preferred area for installation of brake lights is at the top of the roll bar, inside the rear window. If other Road Racing Sanctioning Bodies require the light to be mounted lower, holes may be cut in the tail section of the car in an area above the rear bumper, but below spoiler, for the installation of the brake lights. No aerodynamic advantage is allowed by the addition of these holes. If brake lights are removed, the holes must be restored to original solid condition
19.19. Tow/lift straps are required to be fitted to all cars front and rear. They are required to be fitted to the main chassis/bumper within the Boot and Bonnet area for the purpose of recovery. No tow eyes are to protrude through the body at any time. You may cut a 1" by 3" slot in the front and rear bumper area to allow the strap to be pushed through when required. When racing, all straps must be within the body work area. A small decal must be placed on the car in the area on the tow point Stating "TOW" or "LIFT".
19.20. An aluminum racing seat is required. Plastic, fiberglass, or homemade aluminum seats are not allowed. Seat may be repositioned within the confines of the existing interior but must be placed dead center of the car no tolerance will be allowed for any seat off set from the center point of the main chassis area. The addition of head or leg supports can be fitted. Padding for headrest, roll bars, steering column, must be fitted where body to metal contact is possible. It is the driver's responsibility to determine where padding should be placed for his/her individual safety. All seats must be securely mounted in the vehicle with a minimum of 4 fixing points.
19.21. All cars must be equipped with an SFI rated window net on both side windows if the driver can place his hands outside of the car when seated and seat belts are fitted. Ribbon or mesh type nets are allowed. The net must be in the "UP" position while car is on the track, covering ¾ of the window aperture and only dropped when a red flag is shown, to indicate that you are ok and will not be continuing to race and require assistance to get off track.
19.22. All window nets must be secured with metal bars and r clips or metal fasteners only. No cable ties to hold up the net. drivers must have either two window nets or 2 arm restraints fitted at all times while operating the car
19.23. All cars must be equipped with two rear view mirrors securely fastened to the chassis but cannot extend beyond the exterior vertical plane of the door panel. These must give you maximum all round vision from the driver's position.
19.24. A hand-held fire extinguisher is no longer required at oval tracks, Other than.
All entrants must have a 2Kg fire extinguisher in their pit area always, as part of their equipment for refueling of the car.
19.25. Blank
19.26 Foot box interior must be constructed of aluminum at least 22 gauge. Panels must be securely fastened to chassis. Panels may be added to keep debris from the driver's compartment. All interior panels are subject to approval by official(s).
19.27. The front nose of chassis and 3" of upper return towards driver will be sheeted with aluminum or sheet metal. Front nose metal was implemented in case of loss of fiber glass nose to eliminate track debris from entering foot box.
19.28. One engine cooling hose from the outside of the vehicle to interior of engine compartment is permitted. The pickup point of the hose and/or window device will not exceed the outside body line of the car. The hose, or an extension thereof, must not extend more than 1 inch past the inside edge of the firewall or engine covering. The diameter can be no larger than 3 inches. And not directed to carb intake.
19.29. Bumpers must be genuine parts only as sold by ACC Racing no repairs or aftermarket parts will be allowed for safety reasons,
19.30. No driver shall compete in any event with head or arms extended outside of a car opening. The top of the driver's helmet must be at least one (1) inch below the top edge of the roll cage. This will be measured with the driver securely buckled in the car's seat.
19.31. CHASSIS the chassis must remain as stock manufactured chassis with no alterations, any repairs carried out must use genuine parts as supplied all repairs must be to an excellent standard and welded as per original specification.

20*: Blank*

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

21.1 Only Honda GX390K1 engines or the Loncin G390F-EP NEW - GX390 Zongshen Engine with 1" Shaft - Electric Start will be used in JACCR competition fitted with standard GX390 or Loncin parts only no swopping of parts between makers. The below states the Honda but will now include the Loncin engine.

2023 Engines will be removed and taken for technical checking by the promotion and checked by an independent engine builder, drivers will be responsible for collection and rebuild of the engine after checking has taken place. Any illegal parts will be confiscated, and the driver will be referred for discipline action.

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

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

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

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

21.6. **The internal and external governor** system may be removed. Governor shaft hole may be plugged or vented.

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

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

22: Cylinder head must remain stock with no modifications.

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

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

The Header pipe must remain stock by original dimension. Length of header pipe must be even and/or below rear chassis rail. Header pipe may be shortened to chassis rail if desired. This length will be measured with car on ground.

2021 A muffler Silencer is now required and must be fitted to all cars.

Due to noise complaints, these will be available through the promotion.

Additional bracing and brackets to reinforce and support pipe are legal. Exhaust pipes wrap only is legal.

No coatings are to be applied to the system.

24: HONDA CARBURETOR (see section 10.9)

24.1. Carburetor will be the Honda 390 or equivalent, All Carburetors must remain standard bore & with no modifications other than jetting allowed.

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

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

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

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

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

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

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

32: FUELS

32.1. Unleaded gasoline is available at service stations only. No racing fuel, aviation fuel or additives of any type are allowed. The Officials reserve the right to use a pump around system. Any competitor who does not allow fuel to be pumped will be disqualified. Fuel may be tested by Officials using a Digatron fuel testing meter. Fuel temp may also be measured. No frozen fuel is allowed. The average will be taken from several cars. Anyone with 5 degrees Celsius below the average will be classed as illegal and all points removed for that day.

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

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

32.4. Oil is to be used to lubricate the engine only – not for combustion. Any brand of oil is allowed, provided it does not contain any prohibited additives. Prohibited additives designed to increase power include, but are not limited to, nitro methane, polypropylene

oxide, etc. These can be dangerous and will bring a stiff penalty and/or suspension from the series. The only allowed additives are those designed to reduce friction such as Prolong or Militia.

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

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

-RATECH clutch #1300S006.

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

-Horstman Redhawk Clutch

34: CHAIN/GEAR SPROCKETS Only #35 chain allowed. Only sprocket gears giving a ratio from 3.6 to 4.6 may be used. Chain guards permitted and must be acceptable to ACCR official(s). No automatic or manual chain oiling systems permitted.

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

35.1. Front brakes are not compulsory and an added option. All brake cooling component parts must be of standard supplied and must be acceptable to the official(s).

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

Self-oiling carrier bearings are prohibited.

37: WHEELS All wheels must meet the following requirements: four or six bolt Wheel and 4 or 6 bolt hub these wheels are 8" diameter aluminum with a 6.5" – 7" or 8" rim width of various makes. The Wheels may be painted, or powder coated. All wheels will be supplied by ACC Racing Ltd only.

38: SUSPENSION all cars must have a suspension consisting of: Four Afco shocks or protek shocks, or as supplied by ACC racing Ltd on imported cars. Springs are free shocks that cannot be altered and must meet original factory specifications. Replacement Shocks must be as supplied by ACC Racing Ltd and have a serial number on.

A Shock buy system will operate any driver may buy another driver shocks after a meeting if two-day meetings after this has taken place at a cost of £100.00 each payable to the promotion where we will issue new shocks to said driver and buying driver will receive the old units.

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

38.2. SPINDLES All spindles must be supplied by ACC Racing Ltd.

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

39: STEERING All cars must be equipped with a steering column constructed of 0.750 x .065 steel tubing. A quick release steel coupling acceptable to the official(s) on the steering wheel is mandatory. Only rack and pinion steering are permitted as supplied by ACCR. All steering linkage must be properly secured.

40: TYRE RULING

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

40.2. SIZE: 15.0 x 7.0 x 8 MC780

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

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

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

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

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

Drivers may change tyres at any time while in the pit area only, not in the holding lane area or after you have been called to line up Parc Ferma Rules will apply once the first car is called to the holding area this will be at the official's discretion.

A minimum of two slicks and two wets may be run on any axle of your choosing at any time within the meeting. You can mix slicks with wets for weather conditions, but anyone found running 4 slicks on a completely wet track will be moved to the rear of the field and may be black flagged if found to be a danger to fellow competitors.

40.5. Only compressed natural air may be used to inflate tyres. This may be checked by requesting a deflation of any number of tyres on a chosen car, and then reflated via the supplied Official's compressor. Anyone refusing to carry out such task will be deemed illegal and disqualified from results. No other type of gas may be used to inflate tyres.
No other tyres may be used in any event other than the controlled type as listed. All tyres will be purchased through the ACC Racing Ltd and for you to prove that you have met this requirement, control measures as follows:
All competitors will only be allowed to use the Hoosier JACCR slick tyre or the Hoosier wet tyre.
Only tires purchased through ACC Racing Ltd may be used. All other tyres will be deemed illegal, and you will not be able to compete in any JACCR sanctioned or organized event.
40.6. New Tyre control – Each driver will be allocated 4 slicks and 4 wets at the start of each race season (8 tires in total) unless you carry new tyres over from the previous season then these will be deducted off the seasons allocation, these can be taken at anytime during the racing season any new car imported and sold will have the option to purchase an extra slick and wet 5 of each in the first season of racing, you may Purchase extra tyre of each make in an emergency with the loss of 150 championship points per tyre.
Tyres, if unused, will be carried over to the following season / year. If you must carry them over, they will be deducted from your next year's allocation if they are not logged in your logbook and signed off by an Official
At the end of the year all drivers must submit a copy of the tyre log (photo) within 7 days of the last racing date.
New Tyre serial numbers for a meeting must be recorded in the driver's handbook as you use them, by the driver. Failing to do so could result in Tech infringement and disqualification of that race. These may be checked at Tech during and after the meeting. If you change a tyre to a brand new one due to damage or puncture, it must also be recorded in your logbook and signed off as used.
40.7. Any driver who enters the track on the complete wrong tyres for the current weather conditions will be placed to the rear of the grid on the form up lap for safety. Any driver that is then seen to be a danger or creating a risk of accident or incidents, or who interferes with the race pace due to wrong tyre choice may be black flagged. This is at the discretion of the Race Director.
40.8. All drivers must have a set of wets available per car at each meeting, new or used, for the use if the conditions warrant i.e. rain or drizzle or any wet conditions. If wets are fitted, the front screens must be removed and the replacement surround in place.
40.9. Rain Policy – All cars are permitted to use the controlled wet tires (Hoosier as supplied by Promoter).

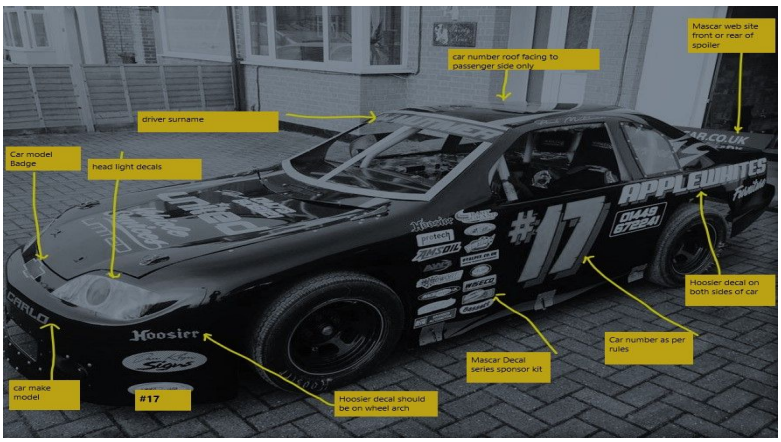
41: Accessories

41.1. Lap timers and other automated electronics (oil pressure, temperature, and rpm) are allowed providing they are Mounted securely. Data acquisition devices are not allowed at **sanctioned events** in practice, heats or otherwise.
41.2. Tach/temp sensor devices may be attached to the spark plug or exhaust. A small hole can be drilled in the exhaust pipe to accommodate the sensor.

42: Measurements

42.1. all cars must maintain a track width between 43" (1092.2mm) and 45" (1143mm)
measured at the widest point (sidewall) of the tire. Aluminum spacers are permitted to utilize maximum front track width see section 43.0.
42.2. Wheelbase Requirements the maximum allowable wheelbase for either side of the car is 60.5" (1524mm). The minimum allowable wheelbase for either side of the car is 59.5" (1511.3mm). When measuring, both sides must measure within ½" (12.7mm) of each other. Measurement is to be taken from outer wheel to outer wheel specifically at the wheel rim or as per section 43.0,
42.3 The maximum off set for any front and rear wheels is ½" or 12.7mm measured as below diagrams section 43.0.

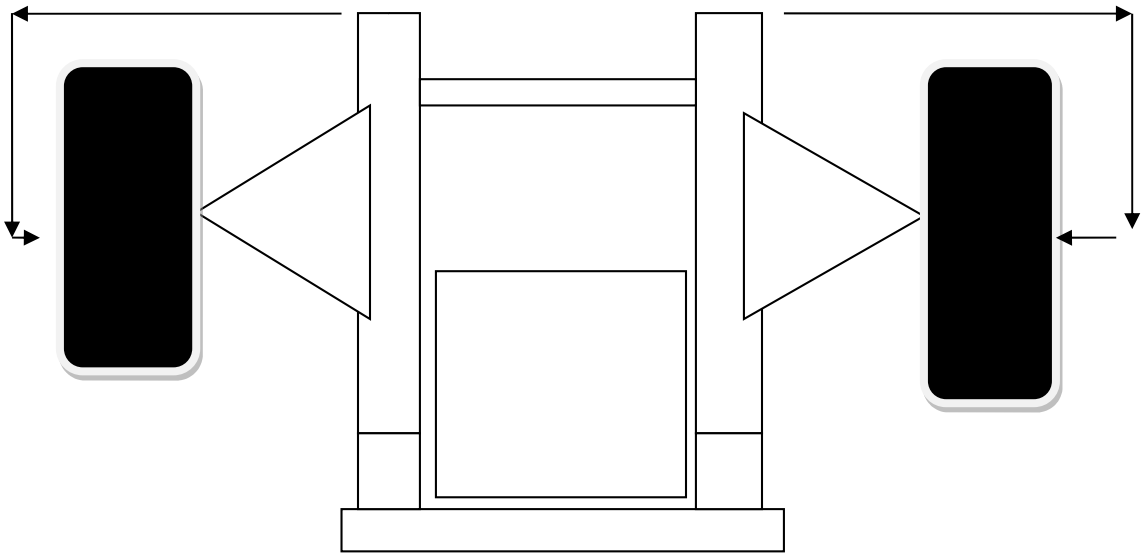
43: Series decal & measurement points



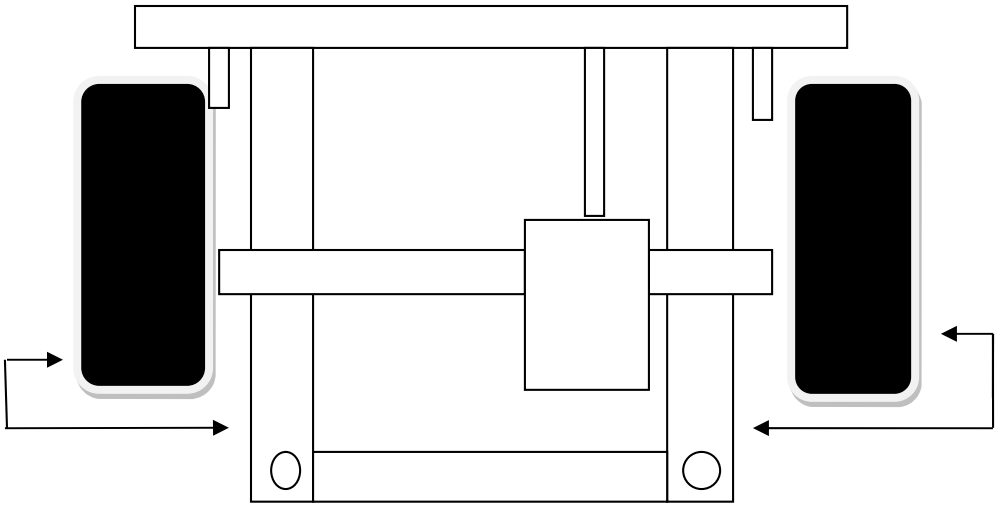
Tow - stickers x 1 front 1 x rear.

Isolator sticker next to battery cut off.
Spoiler - JACCR web address may be located on rear valance or under numbers either side of car.
Your number should be on the front left and rear right of car minimum 3".
Main decals as per photo
Head lights taillights as per photo
Full driver name above side widows
Surname on front visa
Car makes i.e. ford Taurus on front bumper.
Hoosier tire sponsor over wheel arch

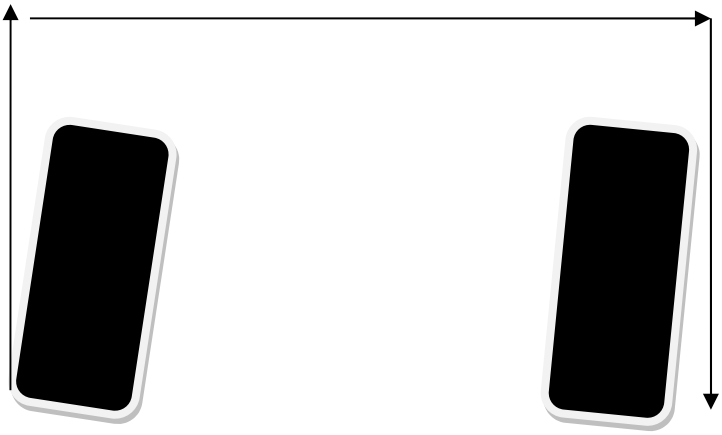
Measurement points for tech front, Front end. 43" (1092.2mm) - 45" (1143mm) overall Maximum off set ½"(12.7mm)



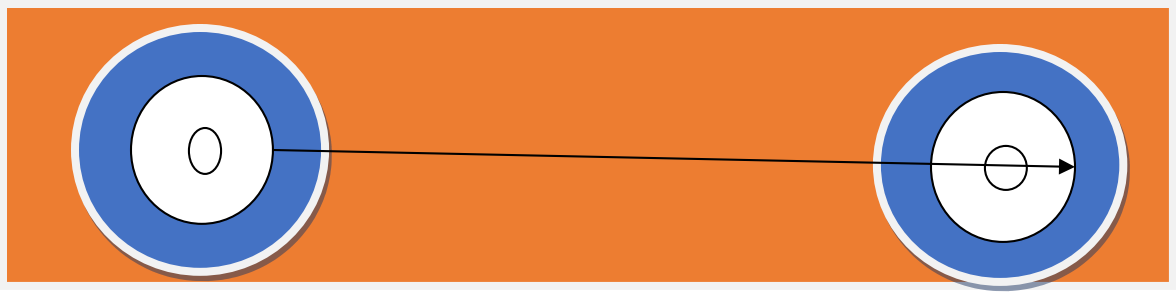
Rear end tech off set measurement points 0" – 1/2" or 0mm-12.7mm



Wheel track measurement points front and rear end



Wheelbase measurement points 59.5” (1511.3mm) – 60.5” (1536.7mm)



Ride height free
Please note we are still in the early stages of getting to know the cars and adapting them to the UK tracks and may review the rules during the season under the agreement of the drivers to ensure the juniors' safety.

Failing to attend meetings does put the series in jeopardy for the future and can lead to cancellation of meetings.

2025 rule changes

As highlighted in yellow above

2025 Engines may be removed and taken for technical checking by the promotion and checked by an independent engine builder drivers will be responsible for collection and rebuild of the engine checked. Any illegal parts will be confiscated, and the driver will be referred for discipline action.

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

21.1 Only Honda GX390K1 engines or the Loncin G390F-EP NEW - GX390 Zongshen Engine with 1" Shaft - Electric Start will be used in JACCR competition fitted with standard GX390 or Loncin parts only no swopping of parts between makers. The below states the Honda but will now include the Loncin engine.

19.22. All window nets must be secured with metal bars and r clips or metal fasteners only. No cable ties to hold up the net. drivers must have either two window nets or 2 arm restraints fitted at all times while operating the car

Driver Notes
Warning!

RPM Engine builder – Warning This engine builder has had several engine technical failures for another formula bringing in to question the legality of our engines built by this builder. Special attention will be paid to these engines in 2025 using an independent engine specialist, we advise you check legality as per the rule book as the drivers are responsible for the legality of such engines.