

2023 Jefferson Speedway Rules



2023 is Jefferson Speedway's 72st Year of Operation

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W8135 US-18, Cambridge, WI 53523
Located halfway between Jefferson and Cambridge on Hwy 18

2023 Jefferson Speedway Rules

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(7252) (02-14-2023)

GENERAL RULE STATEMENT: The rules and/ or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all Jefferson Speedway events, and by participating in these events, all Jefferson Speedway drivers are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of or compliance with these rules and/ or regulations. They are intended as a guide for the conduct of the sport and are in NO WAY A GUARANTEE against injury or death to participants, spectators or others.

NOTICE TO ALL COMPETITORS: The management and staff of Jefferson Speedway reserves the right to experiment with engines and other components not within the current rules in an effort to reduce the cost of racing in the future. **MANAGEMENT AND STAFF OF JEFFERSON SPEEDWAY RESERVE THE RIGHT TO ADJUST, ALTER OR DELETE ANY RULE IN THE INTEREST OF MAINTAINING EQUITY IN COMPETITION.**

E.I.R.I. Continuous developments in racing may necessitate change that we cannot anticipate at the time the rules are formulated. Hence, we may, if necessary, update, modify and add to or delete rules. NASCAR's, "Except in Rare Instances" rule always applies.

Management and staff of Jefferson Speedway reserve the right to suspend and fine any driver, team member, or car owner for violation of track rules, policies, or procedures. All modifications from stock must be allowed by the rule book or be expressly approved by the tech staff to be legal. Merely being overlooked during the inspection procedure does not imply legality. Management has right to confiscate any item that is in violation of the rules of competition or the intent thereof.

SUCH PENALTIES ARE AT THE SOLE DISCRETION OF MANAGEMENT.

All competitors by entering any event consent to the use of his name, pictures of himself and car for publicity and promotional purposes both before and after the event. Competitors relinquish any rights to photographs taken on Jefferson Speedway grounds.

GENERAL RACE PROCEDURES

Pick your lane rule: First 3 cautions double file restart. Leader picks first rest of the field follows. Lane choice must be made before entering turn one. After 3 cautions in any event, single file restarts will be used. A decision line will be painted on the front stretch as the lane commitment line. Driver must remain in that lane until after the green flag is displayed. If you are sent to the back you will line up back of the longest line. (ALL DIVISIONS – Except Bandoleros)

If a driver in any class causes 2 cautions in the same race, they will be terminated from the race (Black Flag)

Group qualifying: all drivers are required to have their transponders on while on the racing surface at all times. Group qualifying will be lined up based on practice session times.

Practice sessions: Only two practice sessions per class per night.

Three wide racing rule: On the first lap/ green flag start: NO three wide racing until you clear turn 2 (start of the back stretch).

Only safety crew and wrecker personnel are permitted on the track in the event of an accident. Pit crew members are not permitted on the track. (Specific permission will be allowed at times per management discretion).

All drivers are required to remain in their car at all times while on the track. Safety crew will let you know if it is okay to get out of your car. Drivers are required to drop the window nets after an accident as a sign they are okay.

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CRATE MOTOR REQUIREMENTS & INSPECTION PROCEDURES

Crate motors must remain as is from factory. All factory seals must stay in place. Cam Doctor and Dyno Test will be used to check crate engines.

CRATE MOTOR COMPLIANCE: Any GM crate motor deemed illegal, seals, cam, heads to be subject to a \$1000 fine and loss of racing privilege for one calendar year.

SAFETY, APPEARANCE & GENERAL RULES FOR ALL CLASSES

SEATS: Approved professionally built aluminum driver's seat with padded cover required. Homemade seats or sprint type seats are not allowed. Seat must be fastened to frame/ roll cage and located so that the center-line of the seat is at least 18" from driver's door bars and inside the roll cage uprights. Properly installed headrest support required. Rib rest must remain flexible. Shoulder supports on right and left sides of seat and head support on right are required.

SAFETY BELTS: Minimum 3-inch wide lap belt, 3-inch wide shoulder harness and submarine (crotch) strap required. Belts must be anchored to roll cage or frame. Belt anchors must swivel. Grade "5" bolts and hardware required minimum ½" diameter required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

LATE MODEL – SPORTSMAN – INTERNATIONALS: Dated 2019 or newer

HOBBY STOCKS – BANDITS: Dated 2017 or newer

LEGENDS – BANDOLEROS: Must follow INEX 2023 Rules

CAM LOCK STYLE SAFETY BELTS: No cam lock style belts allowed

DRIVING COMPARTMENT: Driver's compartment must be completely sealed off from engine compartment, exhaust system, fuel container and must be constructed to allow access to driver from either right or left side by emergency personnel. Padding required around driver. Securely mounted fully charged fire extinguisher with visible dial type gauge required. Ribbon type window net with seat belt buckle release required. Window net must be permanently mounted to driver's door bars with buckle toward front roll cage upright and near roof. Clearly labeled push-pull or toggle type kill switch accessible from either side of car required. No suspension components including stabilizer bar can be adjustable from the driving compartment.

DRIVER'S ATTIRE: Fire retardant driving suit and gloves in good condition required. Eye protection and an approved helmet required. Head and Neck restraints, fireproof shoes, and fire systems recommended.

HELMET REQUIREMENTS: LATE MODEL – SPORTSMAN – INTERNATIONALS: Snell SA2015 or newer.

All other divisions: Snell SA2010 or newer. **Snell "M" or D.O.T rated helmets NOT ALLOWED.**

BALLAST: All added weight must be securely attached above bottom of frame rail regardless of location or height and painted white with car number on it. See bandit rules for exception.

REV LIMITERS: All chips and/ or dial must be securely taped. Rev limiters are subject to post race RPM check.

MSRP AMOUNTS: all MSRP amounts are subject to adjustments for price increases.

RADIOS: 2-way radios permitted in late model class only. No 2-way communication allowed in any class except late model.

FLUIDS: No antifreeze/ coolant allowed \$50 fine if spilled. Fine will double per occurrence. All drain plugs must be safety wired.

TIRE CONDITIONING: Chemical treatment of tires (softening) not permitted. Penalty options are under review.

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CARBON FIBER, MAGNESIUM, or TITANIUM COMPONENTS: No carbon fiber, magnesium, or titanium components are allowed unless specifically designated as legal.

DIGITAL GAUGES: No digital gauges except when specifically allowed. No data loggers allowed.

TIRE AIR PRESSURE REGULATORS: No tire air pressure regulators allowed in any class including any type of bleeder.

AERO DEVICES: No Aero devices such as skirts, wings, or valences the individual division's body rules for any exceptions.

RADIATOR OVERFLOW: Radiator overflow bottle under hood required, one quart size minimum.

TOW HOOKS: Tow hooks on front and rear required. ¼" cable has proved inadequate.

DYNAMOMETER TEST: The Tech Staff can require any engine to be dynometered to determine its compatibility with the intent of the rules.

FUEL: No fuel with more than 10% Ethanol allowed. No Methanol allowed.

CARBURETORS: Holley Ultra Series and 500 cf carburetor is NOT allowed in any class.

ILLEGAL EQUIPMENT: All illegal equipment is subject to confiscation and destruction at the discretion of management

TRANSPONDER: An AMB automotive (not go-cart) transponder required in all classes. Rental units will be available. Transponder location and mounting requirements are as follows.

LATE MODEL: Transponder must be mounted no further forward such that the transponders center line is no more than 8 inches in front of the rear axle center-line.

SPORTSMAN AND HOBBY STOCK: Transponder must be located so that the transponders center line is 165 inches from the furthest forward edge of nose.

INTERNATIONAL AND BANDIT: Transponder must be located so that the transponders center line is 150 inches from the furthest forward edge of nose.

LEGENDS: Transponder must be located on the right hand side below the panhard bar mount.

BANDOLEROS: Transponder must be located in front of the left front tire mounted parallel to the chassis.

TRANSPONDER UNIVERSAL MOUNTING RULES: Transponders must be mounted no more than 24 inches above racing surface, have an un-obstructed path to the racing surface, and be protected from excessive heat and fuel spillage. Secure mounting is the responsibility of the race team. Loss of transponder signal can result in disqualification. Damage to a rental unit will result in significant financial penalty.

VISUAL SCORING: Visual scoring is used to determine results in close finishes.

RACECEIVERS: All cars are required to have an operating RACECEIVER or two way radio (if permitted in class) at all times.

APPEARANCE: A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. Numbers at least 18-inches high required on both doors. Six inch high numbers in top right corner

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of windshield required to assist restart alignments. Numbers 18-inches high should be on the roof readable from the right side. All forward side windows must remain open. Rear side windows can be covered with clear Lexan with no more than 50% of the area used for decals. All rear windows must allow trailing drivers to see traffic ahead. No reflective or prismatic foil numbers allowed. All dark colored cars must have ample light colored lettering or numbers to improve visibility. Poorly painted, poorly visible, or poorly lettered cars will be fined \$50 per race until corrected. 1" square rub rails allowed, mounting must be within 3" of ends and ends must be tapered and capped. Headlight areas must be tinned over and finished out. Attractive grill areas required. No profanity/ offensive lettering allowed. **No Next Gen Bodies or Nose pieces allowed, unless specifically approved in the individual class.**

EXHAUST SYSTEMS: Effective mufflers are required on all cars. **Any car producing over 100 decibels as measured from the 8th row of the front stretch bleachers will be fined until the problem is fixed.** Right side exhaust permitted on visiting cars (max two times) with 25# weight penalty. No car will be allowed to compete if expelling flame or backfiring. See individual class rules for any additional requirements. No car will be allowed to compete if over 103 decibels.

TIRE TESTING: Any tire in any class can be impounded for testing at any time. All winnings will be impounded until testing procedures are completed and results are confirmed. If tire is found legal, winnings will be released and tire returned (or compensated for if ruined). If tire fails test, winnings are confiscated and violators must pay the cost of the test before returning to competition.

SHOCK & SPRING TESTING: Any shock or spring in any class can be impounded for testing at any time. All winnings will be impounded until testing procedures are completed and results are confirmed. If shock or spring is found legal, winnings will be released, and shock or spring returned (or compensated for if ruined). If shock or spring fails test, winnings are confiscated, and violators must pay the cost of the test before returning to competition. Shocks are to be reassembled at the cost of the racer.

TIRE ENFORCEMENT PROCEDURES FOR LATE MODEL, SPORTSMAN AND HOBBY STOCK DIVISIONS:

QUALIFYING: All tires will be checked for maximum tread depth (**5/32**) and wear (feather) prior to Qualifying. Any car failing to meet these requirements will be allowed to return to their pit stall to change tire/ tires and will forfeit 1-lap of qualifying. Tires will be checked for softness upon completion of the qualifying run. Any car having a tire that tests softer than the established number, is disqualified, the illegal tire confiscated, and will be required to compete in the Consy or Last Chance event.

FEATURE: All tires will be checked for maximum tread depth and wear (feather) during line-up. Any car failing to meet these requirements will be allowed to return to their pit stall to change tire/tires and will start the race at the rear. Tires will be checked for softness upon completion of the feature. Any car having a tire that test's softer than the established number, will be disqualified and the illegal tire confiscated.

TIRE BANK: All Late Model, Sportsman, **and Hobby Stock** competitors will establish a tire bank of up to six tires prior to their first night of racing. Each Late Model competitor will be allowed to add one tire to their bank for each completed night of racing. **Each Sportsman competitor will be allowed to add 1/2 tire to their bank for each completed night of racing. Each Hobby Stock competitor will be allowed to add 1/4 tire to their bank for each completed night of racing.** Full tire bank procedures will be posted prior to the first tire sale day. Only tires purchased in **2020, 2021 2022, or 2023** will be allowed in bank. Tire bank data will be public. New cars arriving after the 3rd completed points race for that class, **MUST** run two used tires (less than 4/32 tread depth) or start at the back of all events.

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LATE MODEL DIVISION RULES

CAR ELIGIBILITY: 2008 and newer North American made cars with 102-inch wheelbase or greater. No convertibles.

WHEELBASE & TREAD WIDTH: Minimum wheelbase 104", one inch tolerance allowed. Maximum tread width 65", zero tolerance allowed, measured center to center of tires at spindle height (front and rear). All measurements made with the frame height set at 4".

CHASSIS: Tube or stock stub allowed. Frame rails must be a minimum of 2-inch by 3-inch .125 wall tubing. Full perimeter type chassis recommended. All chassis must have driver's foot protection bar (Martin bar). There is no ground clearance rule. Any dragging, scraping, or sparking will result in a black flag.

ROLL CAGE: All roll cage tubing must be at least 1 $\frac{3}{4}$ "-.090" wall or equivalent. At least four evenly spaced horizontal bars required in driver's door and three in right side door, driver side door plates required. X-configuration allowed on right side and counts as one bar. All door bars must be mounted to the frame rails and the main roll cage uprights. Door bars must be connected with a minimum of two equally spaced vertical studs. Door bars must be on top of or outside of the frame rail. Left side door bar deflector plates of at least 1/8" steel required. Diagonal bar in top hoop required in all cars. Floor pan under driver must be heavy-gauge steel. Main roll hoop must be behind driver.

WEIGHT: Base weight before adjustments:

- LS 5.3L SPEC ENGINE (aluminum block) 2825#
- LS 5.3L SPEC ENGINE (cast iron block) 2800#
- Ford 2825#
- Chevy concept motor and update 604 crate motor 2800# (6700 Chip required)
- 604 crate motor (non-updated) 2725# 6700 Chip required
- 602 Chevy crate motor 2650# 6200 RPM Chip required
- Chrysler products over 362 cid add 25#.
- All non-crate and non LS engine must be equipped with a MSD 6ALN or Crane ignition box and rev-limited to 7400 rpm. All Ignition boxes subject to removal, inspection, and or certification by tech staff or manufacturer.
- Minimum weight--49% front axle and 42% right side these percentages apply at all times. All weights include driver in driver's position. All weights are minimums without any fuel allowance (except for races longer than 50 laps). Ballast must be lead or steel and be painted white with car number.
- Add 100# for lightweight (less than 42#) crankshaft.
- Add 50# for ratchet differential
- Add 25# for hydraulic roller lifters used in non crate or LS engines.
- Add 25# non chipped Ford or Chevy concept motor
- Add 25# for right side exhaust (may be used only 2 times during season).
- All crate motored cars using internal clutch transmissions and reverse mount starter add 50#. If using a conventional mount starter, add 25#.

ENGINE LOCATION:

- GM concept engines and crate motors must be located so that the center of the furthest forward spark plug is no more than 2-inches behind the front axle center-line.
- LS motors engines must be located so that the center of the furthest forward spark plug is no more than 3 $\frac{1}{2}$ -inches behind the front axle center-line.
- Ford and Chrysler allowed 4-inch engine set back (see weight rule). Minimum crankshaft height is 10". All engine location measurements will be made with the frame height set at 4".

ENGINE: Maximum of two valves per cylinder. Minimum valve stem diameter 5/16 inch. Stock or stock replacement cast iron block and heads required. No aluminum blocks or heads. Maximum displacement 362cid (Chrysler products

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373cid). All engines must meet the following specifications regardless of manufacturer: Stock or stock replacement cast iron heads with factory valve angles required. Bowtie numbers 14011058, 10134392, (casting # P/N 14011034), 12480034 and World Products Sportsman II numbers 011150, 011250 allowed. Ford 351N and 352N heads, World Product Windsor Sr. 053040 and Chrysler 5249769, 4529446 heads allowed. On a trial basis, Dart Iron Eagle #10110010-10220010 allowed. Gasket matching not allowed. Maximum 2.02-inch intake and 1.6-inch exhaust valves required. Flat top pistons required. A minimum of zero deck height required. Maximum 10.8 to one compression ratio. Magnetic steel connecting rods only. Honda journal rods not permitted. A 3/4" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required. No Vortec, Iron Eagle, or 18-degree heads (on GM products) allowed. Valve spring retainers are the only titanium parts allowed. No radius edge lifters allowed, lifters must be able to rotate in their bores.

No roller or mushroom cam/lifters. Maximum lift at valve (measured at retainer) .600". OEM style-stud mounted rocker arms (no shaft style) required. Operating starter required. Stock type ignition systems required. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. OEM type, mechanical fuel pump, in original location required. No dry-sump or vacuum oil systems allowed. Oil pan may not be lower than bottom of cross member. Single stage, external oil pumps allowed on Ford engines. Hydraulic roller lifters allowed, see weight rule. Roller lifter subject to intake being removed. Racer is responsible for reassembly.

CRATE ENGINES: GM 604 Crate motor (P/N 88959604 or 19318604) allowed with Holly 650 carburetor (P/N 80541-1) GM specifications and inspection procedures will be followed, see supplemental technical advisories. Specific updates permitted: 1.6 rocker arms, small harmonic balancer, and carb spacer. Maximum compression 9.6: 1. MSD with rev-control required, mounted on right side of dash. Maximum **6700** rpm chip required. GM 602 Crate motor (P/N 88958602/ #19258602) at **6200** rpm chip permitted. See weight rule. Weight adjustments may be made to retain competitive balance.

LS 5.3L SPEC ENGINE: All aluminum block LS 5.3 engines must have #20 of weight added to each side of the block using the stock motor mount webbing. All LS 5.3 spec engines must be rev-limited to 7400 rpm and equipped with a **MSD 6ALN or Crane ignition box.** Weight adjustments may be made to retain competitive balance. Engine subject to same inspection procedures as other engines.

CRANKSHAFT: Production type steel crankshaft with normal configuration counter weights required. Crankshaft and required rod journal must be visible from inspection plug. See weight rule.

CARBURETOR: One Holley 4412 required, aluminum body allowed. No Holley Ultra XP carburetor allowed. Carburetor rework guidelines the body of the carb may not be altered, no polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. Choke may be removed but all screw holes must be permanently sealed. Choke horn may not be removed. Boosters may not be changed including no additional holes. Booster's height, size, and shape must remain standard and unaltered. Venturi area must not be altered. Casting ring must not be removed. Base plate must not be altered in shape or size. Butterflies must not be thinned or tapered. Screw ends may be cut even with shafts but screw heads must remain standard size. Throttle shafts must remain standard and not be thinned or cut in any manner. Metering block three (3) holes per side MAX and must remain stock appearing for that carb. No aftermarket metering blocks allowed. Any attempt to pull outside air except straight down through the venture is not permitted. Jets may be changed, no dial-a-jet devices allowed. No addition of any material, such as epoxy, may be added to carb or parts except seal external screw holes. Epoxy allowed on boosters of 4412-2bbl at main body only. Carb adapter 1 5/8" max thickness w/gaskets, must retain original orientation, be a one piece unit, and not protrude into the plenum of the intake manifold. Double return springs required. Cowl inlet only. Air cleaner required.

INTAKE & EXHAUST MANIFOLDS: Unaltered aluminum intake (Edelbrock Victor Jr. #2975 (GM), #2915& #2920 (Mopar), #2980. #2981 & #2921(Ford) or stock cast iron required on all engines. Plenum and port configuration must remain as produced. No spacer/ adapter plates between intake and heads allowed. Stock cast iron exhaust manifolds or aftermarket exhaust headers allowed.

EXHAUST: Tri-Y and merge collectors not allowed. No stingers, inserts, cones, scavenging or any other devices allowed in the header collector. Max MSRP \$650 on all headers. No one of a kind or homemade headers allowed. All cars must be under allowed 100-decibel limit measured from 8th row of bleachers. All exhaust must exit behind driver.

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An effective (Howe or Flowmaster) muffler required. Exhaust must exit before rear end and be pointed left or down. No car will be allowed to compete if over 103 decibels.

SUSPENSION: Conventionally mounted 5-inch springs or coil over type suspensions allowed. Steel or aluminum bodied, non-adjustable shocks only. One unit per wheel. Manufacturer's components for that model shock must be used. Post-race disassembly responsibility of team. No bump-stops/rubbers, compression-limiting or coil bind set-ups allowed. Rear suspension must be solidly mounted (Heim Joints only-no rubber bushings). No lift bar, fifth coil, spring-loaded/hydraulic suspension device, or rear stabilizer bars allowed. One conventional (single coil) spring rubber per spring allowed. Springs must be magnetic steel, with a minimum 2.5" diameter, have a minimum of 8" height, all rungs must be the same diameter, and have MSRP under \$100. No coil over eliminators or sliders allowed.

SHOCKS: All shocks must have 2 inches of positive and negative travel. **Maximum MSRP is \$250 per shock.** KONI series 30 (adjustable, non-re-buildable), mandatory 7" on front and 9" on the rear (without bump stop) will be allowed with prior approval for testing purposes. Shock travel will checked at race height with driver in car.

SPINDLES & HUBS: Steel spindle required. Aluminum steering arm and aluminum ball joint mounts allowed. Passenger car, aftermarket, or wide five, non-oil filled hubs required. Max MSRP \$325. Five, 5/8" solid steel studs and 1" lug nuts required at all times.

STEERING: Rack and pinion or steering box with center link style. Quick release steering wheel required. Steering shaft must incorporate a minimum 2 U-joints and deflect force away from driver. No electric power steering units.

RADIATOR: Metal only, mounted in front of engine between frame horns. Stock type water pump in stock location required. Fan protection and overflow tank located in engine compartment required.

BATTERY: 12-volt systems max. Batteries must be securely mounted ahead of rear axle, away from fuel cell and lines. All batteries in driving compartment must be in approved sealed battery box. Battery disconnect switch required.

CLUTCH, TRANSMISSION & DRIVESHAFT: Stock transmissions mounted directly behind engine with operating reverse gear and full counter shaft required. Automatic transmissions with or without torque converter permitted. Internal clutch transmissions (Brinn, Falcon, Bert) with non-magnesium housing and using steel flex plate permitted for use with 604 and 602 crate engines. See weight rule. Performance grade stock or racing clutch with a minimum diameter 5½", two or three disk clutch allowed. No straight cut gears allowed and counter gear must be driven by input shaft. No carbon clutches allowed. A scatter shield or safety bell housing required when stock clutch is used. Hole in bell housing in line with flywheel required, to turn crankshaft during compression test. Minimum diameter 2½" steel or aluminum drive-shaft required. No energy absorbing, or carbon fiber drive-shafts allowed. Drive shaft must be painted a bright reflective color. Safety hoop required on front half of drive shaft. Driver must be protected from drive shaft

BRAKES: Four-wheel brakes required at all times. Single, dual or four piston (steel or aluminum) calipers allowed. Maximum diameter 12¼" rotors, no drilling allowed (except stock replacement). No floating or self-centering rotors, ABS units or brake recirculator systems. Only one bias adjuster allowed. Max MSRP on any brake caliper \$200. No thermal lock pistons. Electric brake fans allowed.

REAR END: Stock or rear spur gear type quick-change units with steel tubes permitted. No mini type (8.5" or less) or front load quick change allowed. No open tube or cambered (1/2 degree tolerance) rear ends. Drain plugs must be safety wired. One-piece straight spline drive plates only. Magnetic steel axles required. No wrap up axels allowed. Left and right axel diameter dimensions must be the same.

FUEL & FUEL CONTAINER: Fuel cell complete with 11-gauge or heavier container, interior bladder, foam baffle and rollover valve, located behind rear end required. Mounting must use 1"square tubing. Fuel cell must be mounted in trunk area, as far forward as possible (at least 4 inches from the rear bumper and ASA bar). ASA bar must extend below bumper and be triangulated back to main frame. Bottom rear of fuel cell must be protected from rear "SUBMARINE" type impact. Bottom of fuel cell must be at least 10 inches from the ground. Fuel filler must be accessed through deck lid. Filler spout may be extended, but not connected to body. All vents must be valved to eliminate leakage. Outlet must be on top. All fuel cells and associated protection bars will be vigorously inspected. Steel fuel

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lines must be properly located outside driver's compartment. Fuel type: gasoline only, must meet specific gravity of manufacturer.

BODY & APPEARANCE: Five Star Next Generation, Original ABC body, and AR Revolution series bodies allowed.

Bodies must be mounted in accordance with standard manufacturers template and referee guidelines. Minimum roof height 47". Maximum deck height 34.5". All measurements made with the frame height set at 4" (on blocks). Minimum side window clearance 15". Maximum spoiler height 39", measured from ground. Maximum spoiler length 5". Maximum width 60". All spoilers must be clear. No wings or skirts allowed. No air scoops or holes in hood allowed. No part of the body including nose or rocker panels may be less than 3" off ground at any time. Painted filler panels required. Front and rear bumper covers must appear stock and enhance the appearance of the car. All windows must be of Lexan. Body must be within 2" from outside of tires. No under body air deflectors or panning allowed.

WHEELS & TIRES: Aftermarket made for racing, steel wheels required, 15"x 8" inch maximum, minimum weight 14#. No pressure relief or air bleeds allowed. **AR-870** is the only legal tire and will be sold at the track. For qualifying & feature events all tires must have no more than 5/32" of tread and show wear (approx. 20 laps on right side tires). A tire registration and tire bank will be established. Teams will register 6 tires in their bank at first race night and add one tire to bank for each race night they complete thereafter.

ILLEGAL EQUIPMENT: Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; aluminum blocks (LS excepted); dry-sump systems; floating brakes; aftermarket brake recirculators; external oil pumps (see exc.); multi-coil or crank fired ignition; on board data gathering or timing devices, ABS units, traction control devices, oil filled hubs, mini (8.5 or less) or front load quick change rear ends, torque sensing differentials, vacuum crankcase systems. All illegal parts subject to confiscation and fine.

RADIOS: All radio frequencies must be registered with the officials, failure to do so may result in disqualification.

CRANKSHAFT INSPECTION PROCEDURES: All car owners will be required to declare the weight of their crankshaft prior to racing. Those claiming their crankshaft to be over 42# will be required to allow as much inspection as is deemed necessary by the management and tech staff confirm this declaration (including the removal and weighing of the crankshaft).

TEAR DOWN CLAIM: For a fee of \$1000 any Late Model driver in competition that night may request to have the head, intake, exhaust, and carburetor of one other competitor be removed for inspection. If found legal, \$800 is awarded to the one inspected with \$200 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won for that night. Officials can require valve covers, distributor, intake, carburetor, and heads be removed and inspected for compliance. If components are found to be illegal they will be confiscated and destroyed.

602 - 604 CRATE MOTOR LATE MODEL PROGRAM: 2023 will be a year of research and development for a late model cars using the non-updated Chevrolet 602 and 604 crate motors. These crate motor cars will be allowed to use the internal clutch transmission (Brinn, Falcon, Bert style transmission) see transmission and weight rules. All other rules apply. Any GM crate motor deemed illegal, seals, cam, heads to be subject to a \$1000 fine and loss of racing privilege for one calendar year.

LSW PROGRAM: 2023 will be a year of further research and development on the cast iron block, coil pack LS engine. Contact Cliff Rucks or Terry Tucker for more information.

SPORTSMAN DIVISION RULES

CAR ELIGIBILITY: Any 1957 or newer American-made non-convertible passenger car with wheelbase over 108-inches (Ford and Chrysler over 104-inches) allowed. El Camino, Ranchero bodies allowed.

WHEELBASE & TREAD WIDTH: Wheelbase must be within 1-inch of stock. Maximum tread width 63-inches (64-inches for Ford, Chrysler front stub, or full size GM stub with a minimum wheelbase of 112 inches), measured center to center of tires at spindle height (front and rear).

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GROUND CLEARANCE: Minimum ground clearance 4³/₄" at any point including spoilers, scoops, and mufflers, except front cross-member, which is 2³/₄" (with driver).

CHASSIS: GM chassis must retain original wheelbase. Ford/Chrysler may use GM Metric frame. Complete stock steel frame or unit-body must be retained to a point 6" behind center of rear axle. Replacement with square tubing allowed rear of that point. Front stub and rest of frame must match. Minimum ground clearance 4³/₄" except cross-member which is 2³/₄" (with driver).

MID-SIZE GM METRIC CHASSIS: Lower right A-frame may be 1" longer than stock. S-10 ball joints allowed. Coleman steel hubs or full size GM spindles allowed. Steering center link modifications (to improve bump-steer) allowed. Any stock production rear end allowed, provided that lower control arm/shock mounts remain in the stock position for the chassis. Aftermarket or S-10 axle required on right side of metric rear ends.

ROLL CAGE: All cars must have a well-constructed, properly welded and gusseted 6 point roll cage made of minimum 1³/₄" .090 wall tubing or equivalent. Roll cage must have four uprights properly welded to frame. Right side of roll cage may not be located inboard more than right rails of front and rear stubs. Main roll hoop must be behind driver and be reinforced with a full X or diagonal bar configuration. Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind driver in main roll hoop. At least two bars must extend from main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to frame rail. All welds in cage and door structure must be gusseted. Driver's foot protection bar required. Left side door bar deflector plates of at least 1/8" steel required. Front hoop must connect to front roll cage uprights. Unit-body roll cage construction: contact competition director for guidelines.

INTERIOR: Complete steel firewall required. Driver's compartment must have steel floor. Passenger side interior can be tinned over from top of drive shaft tunnel to 6" below passenger window.

SPINDLES, HUBS, STEERING: Stock unaltered passenger car spindles, hubs, and steering units required. Coleman steel hubs allowed. No lowered spindles. Heim joints allowed on outer tie rod ends. Fabricated center links allowed. Steering column must use 2 U-joints.

SUSPENSION: Any stock appearing, Non-Progressive, steel spring that fits in original mount in original position allowed. One steel non-adjustable, non-re-buildable shock, with a welded bearing (on at least one end), with a maximum MSRP \$125, allowed per wheel. QA-1 series 50, 51, 5Q, and 62 allowed (Max MSRP \$145). All internal components must remain as manufactured by QA-1. Spring spacers, adjustable spring spacer units allowed where shock mounts through spring (front). One screw type (screw jack) adjuster per spring allowed front and rear. Rear spring perch and rear upper shock mounts may be fabricated but must remain in stock location. Spring buckets may protrude through floor pan. Rear control arms must be stock length for that year and model chassis and remain in stock location. All other components must remain stock and in stock location, except where otherwise stated. Lower A-frames may have bushings replaced with steel insert type. Rear Control link rubber bushings may be replaced with non-metallic stock replacement parts. Tubular upper A-frames with bolt-in ball joint allowed. No mono ball, heim joints, or clevis' permitted on suspension components. One stock appearing (non-spline type) passenger car front stabilizer (sway) bar mounted in stock position on frame allowed. Frame mounted stabilizer (sway) bar adjusters allowed. 1" shock extenders in front and 2" in rear allowed. Screw-in ball joints allowed. No lift bars, traction devices, or rebound limiting devices (other than shocks) allowed.

BRAKES: Four-wheel brakes required at all times. Floor mounted pedals allowed. The Howe stock replacement caliper is the only non-OEM brake caliper allowed. No "made for racing" components (other than brake pads) allowed. Directional vane rotors allowed. Maximum rotor diameter 11 3/4" maximum rotor width 1 1/4". Maximum MSRP \$105. One OEM brake bias adjuster allowed. Wheel fans and electric fans allowed. Rear disk brakes (no aluminum components) allowed. One master cylinder only.

FUEL & FUEL CELL -- Fuel cell required. Fuel cell must be located behind rear end, between frame rails as far from rear bumper as possible. If trunk floor is removed, it is required to install two 2" square tube cross members to the rear frame rails: one in front of and one behind the fuel cell. Mounting must use 1" square tubing. Minimum 11-gauge container around fuel cell required. Bottom of fuel cell must be at least 10 inches from ground. ASA bar required and

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must extend below bumper and be triangulated back to main frame. All vents must be valved. Filler tube extensions not allowed. Inlet cannot be on right side of cell. Outlet must be on top. All fuel cells and associated protection bars will be vigorously inspected. Steel fuel lines must be located outside driver's compartment. Fuel: Gasoline only.

WEIGHT: Minimum total weight: GM 602 Crate motor 3000#, LSW motor 3100#, all non-crate motors 3125# including driver at all times, minimum 52% front axle and minimum 42% right side. Add 50# for crankshafts weighing less than 44 lbs. All weights must be properly anchored above bottom of frame rail, outside driver's compartment and painted white and lettered with car number. Add 25 # for hydraulic roller lifters used in open motors (non crate or LS engines).

WHEELS & TIRES: Aftermarket made for racing, steel wheels, 8-inch maximum width required. No Wide five rims allowed. No bleeders allowed. AR-870 is the only legal tire and will be available at the track. For qualifying and feature events all tires must have no more than 5/32" of tread and show wear (approximately 20-30 laps on right side tires). A tire registration and tire bank will be established. Teams will register 6 tires in their bank on the first race and add 1/2 tire to their bank for each completed race night thereafter.

RADIATOR: Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required. Overflow tank located under hood required.

BATTERY: Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12 volt system.

DRIVESHAFT: Minimum diameter 2 1/2" steel drive shaft required. Drive shaft must be painted a bright reflective color. Safety hoop required on front half of drive shaft. Driver must be protected from drive shaft entering into driving compartment. No energy absorbing, or carbon fiber drive-shafts allowed.

ENGINE LOCATION: GM engines: located so that center of the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline, all others allowed a 2-inch set back. Minimum crankshaft centerline height 10 1/2" (front and back). Max offset (right to left) 3".

ENGINE: Maximum of two valves per cylinder. No aluminum blocks or heads. Maximum displacement 362cid (Chrysler products 373cid). All engines must meet following specifications regardless of manufacturer: Stock or stock replacement cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. The only stock replacement heads allowed are World Products SR I052 #4266B and #4267B, PBM Thunder head 167270 with 170cc intake runner, or Dart Iron Eagle SS #10024266 & #10024267, straight plug with 165cc intake runner. Maximum 2.02-inch intake and 1.6-inch exhaust valves required. Valve spring retainers are the only titanium parts allowed. Flat top pistons required. A minimum of zero deck height required. Maximum 10.8 to one compression ratio. Magnetic steel connecting rods only. Honda journal rods not permitted. No Bowtie, Vortec or 18-degree heads allowed on GM products. Production type steel crankshaft with normal configuration counter weights required. Minimum crankshaft weight 44lbs. A 3/4" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above oil level. Hole in windage tray in line with inspection hole required. OEM mechanical fuel pump, in stock location, required. No electric water pumps allowed.

LSW PROGRAM: 2023 will be a year of further research and development on the cast iron block, coil pack LS engine. Contact Cliff Rucks or Terry Tucker for more information.

CAMSHAFT & IGNITION: Hydraulic cam/lifters only. Lifters must pass minimum 100/1000 leak-down test. Absolute maximum lift at valve: GM-.490 inch, Ford/Mopar-.520 inch. Roller tip rocker arms allowed, but must retain original pivot type (ball & socket). No solid lifters allowed. Stock type (HEI) ignition components only. Firing order may not be altered. No MSD boxes, dual-point distributors, computer controlled or crank fired ignition systems allowed. Hydraulic roller lifters allowed, see weight rule. Roller lifter subject to intake being removed. Racer is responsible for reassembly.

CARBURETOR: Stock unaltered 500 CFM Stock Holley 4412 2 bbl., (aluminum body allowed) or Dorton 003-0, or 1 3/8" Rochester allowed on all cars. Metering block three (3) holes per side MAX. No alterations except removal of choke "Butterfly" allowed. 1 1/2" maximum adapter/spacer plate (gasket included) allowed. Carb adapter plate may not be tapered, beveled or grooved. Double return springs and air cleaner required to act as flame arrestor. No air

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induction boxes or ram air units allowed. No shelving around air cleaner allowed. Steel or steel braided fuel lines required, metal fuel filter required.

AIR CLEANER: No cold air induction air boxes. Two piece 14 inch O.D. air cleaner cover required, maximum height 4" and must be open for the full 360 degrees.

INTAKE & EXHAUST MANIFOLDS: Completely stock passenger car 2-bbl. cast iron intake or Edelbrock Performer-2101 or RPM-7101 intake manifold required. No grinding, polishing or altering allowed. No Bow-Tie manifolds. Completely stock cast iron exhaust manifolds required. No grinding, polishing or altering allowed. Center dump and log style manifolds allowed. Max exhaust manifold inside diameter 2-1/16-inches. No cast iron header style exhaust manifolds allowed.

REAR END: Rear end must be a stock passenger car unit, may be open, or locked by welding spider gears or use of spool only. Ford 9" rear end allowed in any make car provided the lower control arms and shock mounts remain in the stock position for that chassis. No limited slip, Detroit lockers or torque sensing differentials allowed. A 3/4" inspection plug required in rear cover located above oil level and be wire tied. Floating rear ends with steel hubs, straight spline drive plates, and solid axles allowed. No cambered rear ends allowed. Solid steel axles of same diameter required. No wrap up axles allowed. No lead can be mounted on or in rear end housing. Axle tubes must be the same on both sides of differential.

CRATE ENGINES: GM Crate motor (P/N 88959602 or 19318602) allowed with Holly 650 carburetor (P/N 80541-1). GM specifications and inspection procedures will be followed. Crate engines are allowed to run a non-stepped, non 180 degree, header with a max 1 5/8" diameter and max 3" collector, maximum MSGR \$250. All crate and LSW motors must use the MSD Soft Touch Rev Control system mounted under the hood with the 6400 (602 Crate) or 6600 (LSW) rpm chip. New crate motors with proper ownership paperwork are not required an oil inspection plug. Inspection plug required on other crate motors, Contact tech staff for installation and rebuild/repair regulations. Crate Motors allowed same height carb spacer as the open motor, all other carb spacers restrictions apply.

CRATE MOTOR COMPLIANCE: Any GM crate motor deemed illegal, seals, cam, heads to be subject to a \$1000 fine and loss of racing privilege for one calendar year.

TRANSMISSION: Stock automatic transmission with operating 11-inch minimum diameter torque converter allowed. Torque converter post-race inspection will occasionally be required. Option 1: install drain plug in torque converter. Option 2: remove torque converter for detailed inspection. All forward and reverse gears must operate. Transmission overflow bottle required, No rubber transmission lines, transmission cooler not allowed in driver compartment. A stock manual three or four speed steel OEM or M21 transmission allowed. All gears must operate. No straight cut gears, gun drilled main shafts, or lightening of or removing of gears or body allowed.

CLUTCH: Must use stock or stock replacement all steel pressure plate and clutch disk (minimum weight 15.5 lbs) and steel or cast iron flywheel (minimum weight 15.5 lbs.) Clutch disc must be minimum 10 inch diameter with stock full fiber disk. A minimum 7.25 diameter, two disk minimum clutch allowed with 75 lbs added weight. No carbon fiber, poly, slipper or centrifugal clutches allowed All manual transmissions must run steel bell housing or a scatter shield constructed of 1/8 inch steel covering the top 180 degrees of the clutch. No reverse mount starters.

EXHAUST SYSTEM: Maximum diameter 2 1/2" before collector and/or muffler, 4 1/2" maximum diameter behind muffler. Exhaust must exit left or rear (not right side) and behind driver. Effective mufflers required. Collector or muffler must not be located forward of transmission. 100-decibel limit measured from 8th row of bleachers. No car expelling flame, smoke or backfiring allowed.

FORD & CHRYSLER EXCEPTIONS: Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition. Weight adjustments may be made to retain competitive balance.

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BODY & APPEARANCE: Body must be a North American produced, publicly offered, passenger car and have an OEM wheelbase over 106". All variances from this rule must have prior approval from the Director of Competition and management. Body can be lengthen or shortened no more than 4 inches from OEM measurement. All bodies must remain stock appearing with complete fenders, quarter panels, doors, roof, hood and trunk lid. Stock steel roof with A, B, & C posts required. Body must be mounted symmetrically on chassis. Five Star Fiberglass Metric Monte Carlo roof allowed. No truck bodies allowed (El Camino & Ranchero allowed). Bodies cannot be shortened, chopped or channeled. All doors must be securely fastened shut. Stock hood with reinforcements removed or fiberglass hood required. **Hood scoop allowed for clearance only and must be closed off front and rear.** Hood latch must be removed. All cars using aftermarket body packages (AR-Fivestar) must conform to manufacturer's template when measured at normal racing frame height. All cars must have minimum roof height 48", maximum deck height 36", minimum nose and side clearance 4 ¾" at all times with ½ " tolerance when measured at normal racing frame height. Minimum body ground clearance dimensions required at all times. All body dimensions are to be measured at normal racing ride heights. No multi-plane spoilers. Maximum spoiler length 5". Maximum spoiler width 60". Rear window must be clear. Spoiler must be clear and may not extend outside body by more than 1-inch. No wings or skirts allowed. No air scoops or holes in hood allowed. Filler panels painted with reflective colors required. Front and rear bumpers must appear stock. Bumper ends must be capped or connect to body. Professionally appearing and attractive grill/radiator opening required. All aftermarket nose pieces must match make (GM on GM, Ford on Ford) of body. Stock or Lexan windshields required, all other windows (if used) must be of Lexan. Sunroofs must be closed in with steel. Body must be within 2" from outside of tires. AR and 5-Star sportsman bodies must meet template.

VINTAGE BODIES: Management reserves right to grant additional latitude to cars running vintage or retro body styles.

PLASTIC BODIES: All plastic bodies (AR/FiveStar) must be mounted to manufactures dimension and fit their template adjusted for normal racing ride height. The AR Body-PN 115015 A thru M may be used on 108 to 112 inch wheel base chassis. The AR 116 inch Camaro body is approved. Fivestar North American Sportsman body allowed. No NGB or S2 bodies allowed.

TEAR DOWN CLAIM: For a fee of \$500 any Sportsman class driver may request to have the head, intake, exhaust, and carburetor removed for inspection. If found legal, \$300 is awarded to the one inspected with \$200 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won that night. Officials can require valve covers, distributor, intake, carburetor, and heads be removed and inspected for compliance. If components are found to be illegal they will be confiscated and destroyed.

HOBBY STOCK DIVISION RULES

CAR ELIGIBILITY: Any 1960 to 2000, American-made passenger car allowed. Minimum wheelbase of 108-inches (104-inches for Ford and Chrysler), no convertibles, T-tops, sports cars, pony cars or special manufactured cars allowed without prior approval. Unitized body cars required to cross brace driver's area and have sandwich plates at roll cage mounting points.

FRONT WHEEL DRIVE ELIGIBILITY: Front wheel drive cars produced before 1999 with V-6 EFI engines and minimum 104-inch wheelbase allowed. Full unit-body structure, including trunk floor, required. OEM electronic fuel injection system required. Fuel Cell required. Headers allowed. Minimum weight 2900 pounds. All other rules apply.

FRAME/ ROLL CAGE: Frame must be unaltered from front to back. Roll cage must have four uprights located in the furthest forward corners of the driver's compartment and directly behind the driver's seat. Roll cage width must be symmetrical and not narrower than frame rails. Roll cage must be constructed of 1¾" .090 wall tubing or equivalent. No pipe fittings, galvanized pipe, or exhaust tubing allowed. Roll cage must be welded to the frame or the sandwich plates if unitized body. Rear main roll cage uprights must be reinforced with two bars welded to the rear frame kick-

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up. These bars must mount to top of frame kick-up ahead of rear axle. Two additional bars can run from these roll cage support bars back to a point on the frame at least 16 inches from the rear bumper mount. These bars may not be located within 24 inches of the main roll cage halo bar. Roll cage must include an "X" or diagonal brace behind driver. Three bars required in both the driver's and right side doors. Doors may be gutted for bar clearance. All welds must be gusseted and of good quality. Deflector plates and foot protection bar required. One bar from each roll cage upright allowed through the rear firewall, bar must mount to frame at or before the top of the axle kick-up. Rubber body mounts (OEM or similar required). Front hoop bars (two only) allowed from roll cage uprights through firewall to front stub and upper radiator protection bars. Front hoop may connect to front stub at a maximum of six points. Wedge (diagonal) bars allowed. Halo bar must be a minimum of 36" left to right and centered between the frame rails. All roll cage main uprights must be welded directly to top of frame rails. Existing non-compliant cars permitted with weight adjustment. Metric cars may modify forward firewall (moderately) for distributor clearance. Unit body frame rails may be boxed in and reinforced. An "X" brace under driver's compartment is permitted. Unit body cars allowed four bars from roll cage to rear sub-frame. Sub-frames must be connected with tubing.

GROUND CLEARANCE: Minimum ground clearance 5½" at any point (with driver), except front cross-member and mufflers which is 3½".

INTERIOR: Firewall and floor pan must be stock. Firewall may be boxed to allow clearance for valve covers and distributor with engine setback. Rear firewall must be added to isolate from trunk area.

SUSPENSION: Completely stock suspension components for vehicle used required, no modifications allowed, except rubber bushings may be replaced with non-metallic stock replacement parts. Stock ball joints (stock length and width) required. All spindles must remain in stock location. All mounting points for steering must remain in stock location. Full size spindles or Coleman hub allowed on metric cars. Lower control arms on metric cars may be lengthened 1". Upper control arm maybe reinforced, stock dimensions must be retained. Rear stabilizer bar must be removed. Any magnetic spring over 5" in diameter allowed. Rear springs must be over 11 inches tall in non-metric cars. Rear springs must be over 8 inches tall in metric cars. No progressive springs allowed. Stackable shims allowed on top or bottom of coil springs. Stock Steering components required. No spring separators or weight jacks allowed. No offset rear end bushings allowed. Stock replacement center links allowed. **Chain on rear end allowed must have minimum of 2 inches of travel.**

SHOCK RULE : One Stock mount sealed shock per wheel. Must fully extend and compress. Shocks must be non-rebuildable and non-adjustable, **Maximum MSRP \$130. No Special order shocks allowed.** Stock or SRP shocks required. Max camber is 3-inches measured at the wheel.

TREAD WIDTH: **Maximum legal tread width is 63 ¼ inches, Tread width up to 64 ¼ inches allowed with 50 lbs weight penalty. Absolute maximum tread width 64 ¼ inches.**

ENGINE: Engine must be stock for that make. All engines may be located so that center of the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline. No Chevrolet 400cid engine blocks allowed. Maximum displacement 362 (373 for MOPAR) cid, maximum compression 9.3 to one. No domed pistons. No aluminum intakes or heads. Hydraulic cam/lifters only. Hydraulic roller lifters allowed, see weight rule. Lifters must pass leak-down test. Maximum lift at valve: GM-.425-inch, Ford/Mopar-.465-inch. No matching, grinding, polishing of any type allowed. No aftermarket parts, no stud girdle, no dual point distributors. OEM type, mechanical fuel pump, in original location, required. One stock Holley 4412 (aluminum body allowed) or one 1-1/4" Rochester carb required. HP Metering Blocks not allowed. **AIR CLEANER: No cold air induction air boxes. Two piece 14 inch O.D. air cleaner cover required, maximum height 4" and must be open for the full 360 degrees. Back of hood must be within 1 inch of cowling.** Overflow tank located under hood required. The IO52 World Product stock replacement head with 171 cc intake runners are the only non OEM head allowed. Roller tip rocker arms allowed 1.52 max. A ¾" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level).

CRANK SHAFT: Stock appearing crankshaft required, minimum weight #48. Crankshaft must stock appearing counter-weights and may not be scalloped or gun drilled. Stock (un-altered) flanges required. Any suspect crank shaft can be removed and weighed.

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DRIVE TRAIN: Stock automatic transmissions with all forward and reverse gears operating required. Stock operating 12-inch minimum diameter torque converter required. Torque converter must have tap plug to check fluid levels. Tap plug must be checked for tightness regularly. Transmission overflow bottle required. No lightweight (Vega type) torque converters allowed. No Powerglide or Turbo Hydromatic 200 (metric) transmissions allowed. No rubber transmission lines allowed, except for 4" ahead and behind transmission cooler, lines must be in good condition at all times and checked regularly. Transmission cooler not allowed in driver compartment. Stock, unaltered, open rear ends required. Stock diameter steel drive shaft required. Aftermarket or S-10 right side axle required on metric cars.

INTAKE & EXHAUST MANIFOLDS: Completely stock passenger car 2-bbl. cast iron intake and exhaust manifolds required. No grinding, polishing or altering allowed. Four-barrel intake manifolds allowed only on engines that were not offered with a two-barrel manifold. 1¼" adapter plate allowed on cars with four-barrel manifolds. No Bow Tie manifolds. Internal heat riser crossover must remain in place. Center dump and log style manifolds allowed. Max exhaust manifold inside diameter 2 1/6 -inches. No cast iron header manifolds.

WEIGHT: Minimum total weight for all cars (full size and metric chassis) is 3400lb. Minimum 53% front axle, and minimum 45% right side on non GM metric chassis cars. Minimum right side weight for GM metric chassis cars is 44%. All weights must be properly anchored directly to (and not lower than) frame rail outside driver's compartment. Ballast must be painted white and lettered with car number. All weights include driver. Non-compliant roll cages must add 25# to right side frame rail in the driving compartment. Management reserves the right to adjust the weight requirements as needed to preserve competitive balance. Add 25# for hydraulic roller lifters used in 9.3 to 1 compression engines.

WHEELS & TIRES: American Racer AR-870 8-inch tires with maximum 4/32" tread depth and a minimum "63" durometer reading required. Hobby Stocks will use a tire bank in 2023. A tire registration and tire bank will be established. Teams will register 6 tires in their bank on the first race and add ¼ tire to their bank for each completed race night thereafter. See tire bank section of general rules for more information. Visiting cars may use Hoosier 850. Tires must be consistent, all 14" or 15" diameter. Steel wheel only, maximum width 8" measured at bead, maximum offset 2 inches. Aftermarket racing wheels required on right side. No wheel spacers allowed. No bleeders allowed. One-inch lug nuts required. Heavy-duty studs recommended. Management may claim any tire at any time for \$75. Minimum durometer reading is 60. Minimum UTQG rating 500.

BATTERY: Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12-volt system.

FUEL & FUEL CONTAINER: All stock tanks must be removed. Maximum 16-gallon fuel cell required. Gas tank must be placed as far forward in the trunk area as possible, centered right to left, minimum ground clearance of 10 inches and secured with solid metal straps, bolts and washers. No plumbers strap allowed. If trunk floor is removed, it is required to install two 2" square tube .125" wall cross members to the rear frame rails: one in front of and one behind the tank/cell. Mounting must use 1" square tubing, and not be lower than bottom of rear frame rails. Steel or steel braided fuel lines required. Fuel line must exit top of tank. No fuel lines in driver's compartment. Complete metal firewalls front and rear required. Bottom rear of fuel cell must be protected by properly reinforced ASA style protection bar. Fuel type: highway grade pump gas only.

BRAKES: Stock brake units only. Four-wheel brakes required at all times. Master cylinder and pedals must remain in stock location. No "made for racing" components allowed. No brake blower motors allowed. Wheel fans allowed. One OEM brake bias adjuster (proportioning valve) located in engine compartment allowed.

EXHAUST SYSTEM: Maximum diameter 2½" before collector and/ or muffler, 4½" maximum diameter behind muffler. Exhaust must exit left or rear (not right side), behind driver and ahead of rear end differential. Effective mufflers required. Collector or muffler must not be located forward of transmission. 100-decibel limit measured from 8th row of bleachers. No car expelling flame, smoke or backfiring allowed.

BODY & TRIM: Complete stock appearing steel bodies with glass or Lexan windshields (with braces) required. Full metal firewall and floorboards required. Body style and engine manufacturer must match. No front wheel drive bodies allowed. No bodies under 101" wheelbase (as offered from factory) allowed. No body styles newer than 2000 allowed. All alterations to body to match wheelbase, must be done so as to retain the approximate appearance of the car as

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produced by manufacturer. All body panels must be steel, minimum of 24 gage. Stock appearing steel roof with stock "A" and "C" pillars. Roof may be gutted. Stock steel top of quarter panels required. Plastic nose and rear bumper covers allowed provided they are stock appearing for that make & model car. Quarter and rear windows allowed must be clear and not obstruct visibility. Poorly constructed bodies must be corrected and returned to "stock appearing." Rear spoilers allowed, maximum spoiler height 3". Spoiler may not extend outside body and must be clear. Stock, unaltered body mounts required. All door panels and fenders must be securely fastened to chassis. Fenders may be trimmed moderately for clearance. Fenders may not be inclined or bent downward more than 3 inches from stock. Front & rear overhangs may be shortened maximum of 4-inches. All glass and plastic must be removed, except windshield. Hood pins must replace hood and trunk latches. Hood X reinforcement must be removed. Bumpers must not extend past body more than 2". Bumper ends must connect to body. Tire cutting edges must be trimmed. Limited radiator and nose cone protection bars allowed. Modest use of bars on top of bumper and behind nose piece allowed. Vintage steel OEM bodies with minimum wheel base of 108" permitted.

FORD & CHRYSLER EXCEPTIONS: Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition.

GM METRIC CHASSIS EXCEPTIONS: IMCA approved stamped steel tubular upper A-arm 8 to 8-1/2 inches only allowed. One inch longer than stock ball joint allowed, both sides must be the same length. G body stock center link required.

CRATE MOTOR: GM 602 crate motor (P/N 88958602/ #19258602) for use in the Hobby Stock division. All crate motors must use the MSD Soft Touch Rev Control system mounted under the hood with the 6200 rpm chip. Stock unaltered 500 CFM Stock Holley 4412 2 bbl carburetor.

CRATE MOTOR COMPLIANCE: Any GM crate motor deemed illegal, seals, cam, heads to be subject to a \$1000 fine and loss of racing privilege for one calendar year.

TEAR DOWN CLAIM: For a fee of \$750 any Hobby Stock driver may request to have the head, intake, exhaust, or carburetor removed for inspection. If found legal, \$500 is awarded to the one inspected with \$250 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won that night. . Officials can require valve covers, distributor, intake, carburetor, exhaust manifolds, and heads be removed and inspected for compliance. If components are found to be illegal they will be confiscated and destroyed. If found to be legal the owner will receive \$100 allowance for gaskets.

BANDIT DIVISION RULES

GENERAL: The Bandit class is designed to be an affordable and enjoyable introduction into auto racing. Cars are to remain completely stock except for the required safety modifications indicated in these rules. The Bandit Class will compete **BOTH CLOCKWISE AND COUNTER CLOCKWISE** on the 1/5 mile track. The direction of the event will be determined by lot just prior to the race. The minimum age to compete is 12 provided the driver has successfully completed the speedway's driver's class including a driving test. Parent or legal guardian must be present in the pit area whenever a driver under 16 is competing.

CAR ELIGIBILITY: Any American or Foreign made 1980 to 2014, front wheel drive standard production automobile offered with a three or four cylinder EFI engine allowed. Wheelbase maximum is 106-inches. All reduced production/special application/performance cars are subject to additional requirements and/or limitations to ensure competitive equity. No Honda CRX, convertibles, T-tops, two seat, sports cars. All rear steer cars and special manufactured cars allowed only with prior approval. Driver/owner must complete a specification sheet at initial inspection. Chassis (VIN #, wheelbase, control arm lengths, etc.) and engine (engine #, bore-stroke, EFI info, camshaft, etc.) specs required.

ROLL CAGE: Plan A (Standard Oval Track): Roll cage must have four uprights located in the furthest forward corners of the driver's compartment and directly behind the driver's seat. Roll cage must be constructed of 1-3/4" .090 wall mild tubing or equivalent. No pipe fittings, galvanized pipe, or exhaust tubing allowed. Each roll cage upright must be welded to a 6" by 6" upper sandwich plate made of 1/4 inch steel and connected to the bottom sandwich plate

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by four - 1/2 inch diameter grade 5 bolts. Top of the roll cage must be reinforced with two bars each welded to a 6" by 6" 1/4 inch plate welded to the rear frame kick-up. Roll cage must include a diagonal bar welded to the roll hoop behind the driver's head and anchored (welded) to the horizontal back brace bar at least 36 inches from the driver side roll cage upright. Three bars required in both the driver's and passenger side doors. Left side door bar deflector plates of at least 1/8" steel required. Doors may be gutted, and inner panels removed for bar clearance. All bars in proximity to the driver must be padded with non-flammable energy absorbing material. Welds must be gusseted and of good quality. One bar allowed through the driver-side firewall for feet protection.

ROLL CAGE: Plan B (Enduro Style): Roll cage must have two uprights located near or just slightly behind the "B" pillar connected with a roll hoop located as close to the interior of the roof as possible. One diagonal door bar is required in both the driver's and passenger door. This bar must be welded to the main roll hoop at the height of the top of the door and to a sandwich plate connecting the bar to the car's sub-frame at or in front of the forward door jam. An additional steel plate is required on the exterior of the driver's door. This plate must be 16 inches high and long enough to reach from the back of the "B" pillar to past the front fender and driver's door seam. This door plate must be a minimum of 1/8 inch thick and be securely welded on all four edges or bolted using a minimum of 8-3/8 inch bolts to the "B" pillar and the front fender and the door. Roll cage must be constructed of 1-3/4" .090 wall mild tubing or equivalent. No pipe fittings, galvanized pipe, or exhaust tubing allowed. Each roll cage upright must be welded to a 6" by 6" upper sandwich plate made of 1/4 inch steel and connected to the bottom sandwich plate by four - 1/2 inch diameter grade 5 bolts. Top of the roll cage must be reinforced with two bars each welded to a 6" by 6" 1/4 inch plate welded to the rear frame kick-up. Roll cage must include a diagonal bar welded to the roll hoop behind the driver's head and anchored (welded) to the horizontal back brace bar at least 36 inches from the driver side roll cage upright. Doors may not be gutted and all interior reinforcement must remain intact. All bars in proximity to the driver must be padded with non-flammable energy absorbing material. Welds must be gusseted and of good quality. One bar allowed through the driver-side firewall for feet protection.

FRONT HOOPS: Front hoops not allowed

STRUT TOWERS: Strut/shock towers may not be altered.

ANTI-SUBMARINE BAR: Rear mounted anti-submarine bar allowed. Bar must be mounted four inches inboard of and four inches below rear bumper. Bar must be of max 2" square box or 1/3/4" diameter round tubing and be properly reinforced and triangulated.

SAFETY EQUIPMENT: Eye protection required. Complete approved fire retardant driving suit and gloves required. Aluminum racing seat, properly mounted to roll hoop/cage complete with right and left side shoulder support and right and left side head support (maybe allowed to pivot for easier entry) required. Full five point seat belt harness required. Driver's side window net required. Window net must mount to top or door or highest door bar. Window net latch must attach to the roof of the car by the "A" pillar. The use of a metal rod and a seat belt buckle has proved. An effective (charged) fire extinguisher, properly mounted in driving compartment required.

ELECTRONIC EQUIPMENT: No two-way radios allowed. Receiver is required. Transponder is required.

BATTERY: May be relocated to interior, securely mounted in a sealed battery box, on passenger side floorboard.

EXHAUST: Completely stock exhaust system required except catalytic converter may be removed. **Cars with catalytic converter mounted directly to exhaust manifold should contact Terry Tucker for options.** Exhaust must exit rear of car behind driver and be pointed back, left and down and have an effective muffler. 100-decibel limit measured from 8th row of bleachers. No car expelling flame, smoke or backfiring allowed.

SUSPENSION: Completely stock suspension required, no modifications allowed. Stock or stock replacement struts or shocks, used in the stock location required. Driver/ car-owner must prove that struts OEM or OEM replacement. No cut, altered or racing springs allowed. Front cross-member must remain at stock ride height. Front and rear ride height must remain stock. OEM remote adjustable shocks must be disabled. Front spring spacers, spacer blocks, or weight jacks not permitted. Rocker box must be at production height. Maximum camber allowed is 1 inch front and rear measured at the wheel - 1/8 inch or less over; will be given one warning. No Shock covers allowed.

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ENGINE & DRIVE TRAIN: Engine must be stock for that make and model and have been offered for sale in the U.S. Four cylinders, 2400 cc's maximum. No turbochargers, superchargers or rotary engines. All engines must use stock motor mounts and be in stock location. Engine must remain completely stock. Wiring, including data port and computer configuration must remain as produced. Stock or stock replacement air cleaner required. Stock automatic or manual transmissions with all forward and reverse gears operating required. Stock, unaltered clutch required. An overflow tank located under the hood is required. Aftermarket cold air intakes allowed must be placed under hood and not receive any air from outside engine compartment. A/C, smog pump and heater core may be removed.

COMPUTER: A stock unmodified computer required. Tech staff may swap any competitors computers with a known stock computer at any time.

DIFFERENTIAL: Differential must be stock for that make/model car. No locked differentials. All cars equipped with a limited slip or traction sensing differentials are subject to additional weight and percentage requirements.

WEIGHT:

Cubic centimeters	Minimum weight
0 to 1599	2250 lbs.
1600 to 1799	2300 lbs.
1800 to 1999	2350 lbs.
2000 to 2299	2400 lbs.
2300 to 2400	2450 lbs.

Add 25 lbs. for engines over 120HP (subject to adjustment by management)

Add 50 lbs. for engines over 130HP (subject to adjustment by management)

Add 75 lbs. for engines over 140HP (subject to adjustment by management)

Add 100 lbs. for engines over 150HP (subject to adjustment by management)

Add 125 lbs. for engines over 160HP (subject to adjustment by management)

Add 150 lbs. for engines over 170HP (subject to adjustment by management)

Add 175 lbs. for engines over 180HP (subject to adjustment by management)

Add 200 lbs. for engines over 190HP (subject to adjustment by management)

Add 225 lbs. for engines over 200HP (subject to adjustment by management)

Any engines over 200HP will need to be adjusted by management accordingly.

All weights include driver.

BALLAST: Ballast weight must be securely fastened outside driver's compartment to roll cage or rear seat floor board (equally distributed left to right and ahead of rear axle) area using sandwich plate method.

BRAKES: Four-wheel brakes required at all times. Stock unaltered brake systems only.

WHEELS & TIRES: 13", 14", 15" or 16" OEM steel or cast aluminum wheels with maximum width of 6-inches measured at bead required on rear. Stock cast Aluminum wheels will be allowed as a test. Stock wheels may not be altered in any way. Aftermarket racing wheel with 4" backspacing and (max 7" width) will be allowed on front only, with a 25# weight penalty. No bleeders allowed. Stock passenger car radial tires only. 13" tires, maximum width P195, minimum 60 series allowed. 14" tires max width P205, 70, 65, & 60 series allowed. 15" tires max width P195, 70, 65, & 60 series allowed. 16" tires max width P195, 70, 65, & 60 series allowed. Tires must not exceed \$75 MSRP. All tire brands and products must be T or H rated and have prior approval from management. Minimum durometer reading is 60. Minimum UTQG rating 380. Wheels must be same diameter per axle. One-inch lug nuts recommended. Management may claim any tire for \$65. **Maximum wheel spacer width is 1/2".**

FUEL & FUEL CONTAINER: Stock tank in stock location are allowed if mounted ahead of rear axle. Cars without fuel pump mounted in tank must use fuel cell or marine tank not to exceed 8-gallon capacity. Fuel tank must be placed as far forward in the trunk area and centered right to left as much as possible, above floor pan and secured with solid metal straps, bolts and washers. No plumbers strap allowed. Fuel line must exit top of tank. No fuel lines allowed in driver's compartment. Complete metal firewalls front and rear required. Fuel type: highway grade pump gas only.

BODY & TRIM: Complete stock bodies with glass or Lexan windshields required. **Door Skins and rusted quarter panels can be replaced with 24 gauge metal. Stock appearance must be retained.** Body gutting is limited to doors (for

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door bars only), hood and trunk/deck lid. All doors must be welded shut. Fenders may be trimmed moderately for clearance. Stock bumpers front and rear required, no reinforcement allowed. Bumpers must be safety chained or cabled to frame. All glass and plastic must be removed, except for windshield. Hood pins must replace hood and trunk latches. Hood X reinforcement must be removed. Stock hoods (without reinforcement removed) with seat belts for latches permitted as long as hood hinges and factory safety pins remain in place. Stock or stock appearing nose and rear bumpers are required. No aftermarket nose-pieces or bumper covers allowed. Full rocker panels required. Tire cutting edges must be trimmed. All flammable materials carpeting, etc. must be removed. No profanity or offensive lettering. Tow hooks required front and rear, 1/4" cable has proved inadequate.

TEAR DOWN CLAIM--For a fee of \$350 any Bandit driver may request to have the head, intake, or exhaust, removed for inspection. If found legal, **\$250** is awarded to the one inspected with \$100 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won that night. Officials can require air intake, fuel injectors, coil packs, computer, and heads be removed and inspected for compliance. If components are found to be illegal they will be confiscated and destroyed. If all parts are found to be legal the owner will receive up to \$100 allowance for gaskets.

CLAIM RULE: The track may purchase any car with a "**PLAN A**" roll cage for \$2,000 after any event. The track may purchase any car with a "**PLAN B**" roll cage for \$1,500 after any event. This amount is for the complete car except for the racing seat, seat belts, and fire extinguisher. If the winning driver refuses the claim, he loses all prize money and points for that race meet and the car is barred from further competition. Claimed cars may be disposed of by auction or by any method at the tracks discretion. Management can claim any competitor's computer for \$100.

MANAGEMENTS DISCRETION: Management reserves the right to adjust any and all rules for safety or to enhance competitiveness.

INTERNATIONAL DIVISION RULES:

International rules for the 2023 season will follow the Midwest Dash 2023 Rules with the following additional provisions.

EXHAUST: Exhaust header with necessary sensors allowed. Exhaust must exit left or rear (not right side) behind driver. Effective mufflers required. 100-decibel limit measured from 8th row of bleachers. Loud cars will be fined. No car expelling flame, smoke, or backfiring allowed.

Hans device is highly recommended, not required.

All weight rules and percentage requirements are subject to review to maintain competitive parity.

LEGEND DIVISION RULES

LEGEND CLASS: All cars must follow 2023 INEX Legends Class rules with the following Jefferson Speedway specifications. INEX approved Hoosier racing tires only. No two way communication devices allowed.

BANDOLERO DIVISION RULES

BANDOLERO CLASS: All cars must follow 2023 INEX Bandolero Class rules with the following Jefferson Speedway specifications. A 14/69 or 15/74 gear ratio require at all times. No two way communication devices allowed. Inexperienced Bandolero drivers may be required to attend special practice sessions prior to being allowed to

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participate in a regular racing event. Bandolero race procedures are subject to change to improve the racing experience for both the competitors and the fans.