



2026 is Jefferson Speedway's 75th Year of Operation

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2026 Rules
Sportsman
Update 03/09/2026 - FINAL

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.

FINAL

INDEX:

1. SEATS
2. SAFETY BELTS
3. DRIVING COMPARTMENT
4. DRIVER'S ATTIRE
5. BODY & APPEARANCE
6. CAR ELIGIBILITY
7. WHEELBASE, TRACK WIDTH
8. ROLLAGE
9. INTERIOR
10. SUSPENSION
11. ENGINE
12. DRIVETRAIN
13. BRAKES
14. FUEL AND FUEL CONTAINER
15. WEIGHT
16. WHEELS AND TIRES
17. BATTERY
18. EXHAUST SYSTEM
19. TRANSPONDER
20. PENALTIES AND CLAIMS

SPORTSMAN

1. 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 centerline 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.

2. SAFETY BELTS:

Minimum 3-inch-wide lap belt, 2-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 1/2" diameter required. Shoulder harness must not be anchored lower than 2-inches below driver's shoulder height. 6-point belts (double crotch strap) are recommended. Belts must be dated within 4 years of season year or newer. No cam lock style belts allowed.

3. DRIVING COMPARTMENT:

The 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. The 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.

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

4. 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. Snell SA2015 or newer. **Snell "M" or D.O.T rated helmets NOT ALLOWED.**

5. 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 3/4" at all times with 1/2" tolerance when measured at normal racing frame height. Minimum body ground clearance dimensions required at all times. All body dimensions are to be measured with 4 3/4" block placed under LF frame rail. 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.

APPEARANCE: A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. Numbers: 18" on both doors, and roof, readable from the right side. 1" square rub rails allowed, mounted within 3" of ends & ends must be tapered and capped. Five Star Lexan rub rails allowed. Division sponsor decal (if applicable) must be displayed on top of windshield.

AERO DEVICES: No Aero devices such as skirts, wings, or valences.

TOW HOOKS: Tow hooks on front and rear required. 1/4" cable has proved inadequate.

6. 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. Front Stub may not be altered except for modest notching for fuel pump clearance. 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.

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.

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.

7. WHEELBASE, TRACK WIDTH

Wheelbase must be within 1-inch of stock. Maximum track 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).

8. ROLL CAGE:

All cars must have a well-constructed, properly welded and gusseted 6 point roll cage made of minimum 1 $\frac{3}{4}$ " .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.

9. 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.

10. SUSPENSION:

Any stock appearing, Non-Progressive, steel spring that fits in original mount in original position allowed, with max MSRP of \$150. 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 \$210). 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. Chains on rear-end must allow travel of two inches, and all front suspension must allow travel of two inches clear. No lift bars, traction devices, or rebound limiting devices (other than shocks) allowed.

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.

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.

11. 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.

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".

LSW PROGRAM: 2026 will be a year of further research and development on the cast iron block, coil pack LS engine. LSW 5.3L engine specifications – Cast Iron 5.3L Block, Bore Size 3.810 maximum stroke 3.622, Compression Ratio 10:8, Heads Stock GM Cathedral Port Heads 60CC, (Casting #'s 241, 243, 317, 706, 799, 852, 853, 862, 873 allowed) (No extra porting allowed), Valve Size 2.00 in / 1.55 Ex (No Titanium Allowed), Valve Spring 1.32 Max Diameter with Steel valve spring retainers (no titanium allowed), Camshaft Hydraulic roller cam/Lifters GM # 88958770 Recommend .530 Max lift, any cam, rocker arm ratio 1.7 roller tip only, Crankshaft GM Stock 50LB, Connecting Rods GM Stock 6.098 Long, Pistons Flat top only, Intake Manifold Holley #300-312 Edelbrock #2908 or GM #88958675, Champ Oil Pan LS1100, MSD 6014 Ignition (Timing must be same from 3500-7000 RPM), RPM Chip limit of 6900 RPM Required, Alternator allowed, Cast Iron Exhaust manifolds only (no headers allowed), Carburetor Holley 4412 2-BBL (see carb spec rules), 1 1/2" carb spacer max w/ gaskets straight bore only, Must not extend down into intake plenum. Front dress is F Body GM (ex. 2002 Camaro 5.7), Must use water pump and front dress of GM. ATI Balancer #917776 and Jones Racing Products CT525 lower pulley. 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. Engines using roller lifters must use MSD Soft touch Rev control system and a 6900 chip. 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 induction boxes or ram air units allowed. No shelving around air cleaner allowed. Steel or steel braided fuel lines required, metal fuel filter required. Holley Ultra Series and 500 cf carburetor is NOT allowed in any class.

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). 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 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.

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 or chassis style headers 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. Headers tube diameter not to exceed 1 5/8" diameter, and 3" collector. No exotic, 180 degree, tri y, or IMCA stock car style headers permitted. All headers must direct exhaust between the frame rails. Headers must cost under \$300 MSRP. Cars using headers must add 50 lbs. The weight adder may be amended at the discretion of the track staff to ensure a competitive balance is maintained. On the headers, no exhaust wrap or ceramic coating.

RADIATOR: Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required. Radiator overflow bottle under hood required, one quart size minimum.

12. DRIVETRAIN

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. Clutchless/Brinn Transmission allowed for 602 Crate engine cars only with a 25lb weight penalty.

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.

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. Grand National Solid steel axles of the same diameter required on both sides. Minimum axle diameter is 1.10 inches and must taper toward the hub side. Maximum MSRP per axle is \$200 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.

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. Clutchless/Brinn Transmission allowed for 602 Crate engine cars only with a 25lb weight penalty. 7.5" clutch allowed on 602 with no weight penalty. 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.

13. 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.

14. 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 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.

15. 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.

16. WHEELS & TIRES:

Aftermarket made for racing, steel wheels, 8-inch maximum width required. No Wide five rims allowed. No bleeders allowed. **AR-970** is the only legal tire and will be available at the track. A tire registration and tire bank will be established, see tire bank section below for details.

TIRE BANK: All Sportsman competitors will establish a tire bank of up to six tires prior to their first night of racing. Each Sportsman competitor will be allowed to add 1/2 tire to their bank for each completed night of racing. Full tire bank procedures will be posted prior to the first tire sale day. 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.

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

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

17. 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.

18. EXHAUST SYSTEM:

Maximum diameter 2½" before collector and/or muffler, 4½" maximum diameter behind muffler. Effective mufflers required. Collector or muffler must not be located forward of transmission. Exhaust recommended to exit underneath car. If exiting beneath the car, it must exit behind the driver, pointing down before the rear end. If exhaust exits from door must exit behind driver, be flush and must have door flange and mounted flush to door. Maximum 100 decibels at 100 feet to be measured on front stretch between lower concession stands. Exhaust must end no closer than 6 inches from ASA bar and should be shrouded from fuel cell. No car expelling flame, smoke or backfiring allowed. Coatings on exhaust pipes not allowed.

19. 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. Transponder must be located so that the transponder's center line is 165 inches from the furthest forward edge of nose.

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 at all times. No two-way radios allowed.

20. PENALTIES AND CLAIMS:

TEAR DOWN CLAIM: For a fee of \$750 any Sportsman class driver may request to have the head, intake, exhaust, and 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, and heads be removed and inspected for compliance. If components are found to be illegal they will be confiscated and destroyed.

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

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.

REV LIMITERS: Rev limiters are subject to post race RPM check.

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

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.

ILLEGAL EQUIPMENT: All illegal equipment is subject to confiscation and destruction at the 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.