



2026 is Jefferson Speedway's 75th Year of Operation

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2026 Rules
Hobby Stocks
Update 3/9/2026 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

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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 the 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 ½" 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.

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 AND 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 the body to match wheelbase, must be done to retain the approximate appearance of the car as produced by manufacturer. All body panels must be steel, minimum of 24 gauge. 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. 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. Rocker panels may be replaced with 20 gauge steel or aluminum of equivalent strength. Front & rear overhangs may be shortened maximum of 4-inches. All glass and plastic must be removed, except windshield(glass or Lexan windshields (with braces) required. Quarter and rear windows allowed must be clear and not obstruct visibility. 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. Rubber body

mounts may be removed.

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.

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

6. 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 are required to cross brace driver's area and have sandwich plates at roll cage mounting points.

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

7. FRAME/ ROLL CAGE:

Frame must be unaltered from front to back, except for Front stub may be altered with modest notching for fuel pump clearance. 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 up-rights must be welded to the top of the OEM frame rail. Front Uprights must be within 2 inches of the "A" Pillar. Rear upright must be within 2 inches of the "B" Pillar. Halo Bar must be a minimum of 40 inches wide, centered between the frame rails and be reinforced with one diagonal bar or two horizontal bars. Existing, non-compliant cars will be grandfathered in and assessed an appropriate weight penalty. 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-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. All door bars must be connected using a minimum of two equally spaced vertical studs. 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. 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. The OEM frame rail may be reinforced with a maximum 4"x4" .090 Steel Tube placed on the outside(outboard side) of and welded to the OEM Frame rail. Existing non-compliant cars will be grandfathered in and assessed a weight penalty. 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.

8. GROUND CLEARANCE AND TREAD WIDTH

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

INTERIOR:

Firewall and floor pan must be stock. Floor may be removed, however if removed, it needs to be replaced with 20 gauge steel. It can be placed flush to top of frame and trans tunnel location. 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.

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

9. SUSPENSION:

Completely stock suspension components for vehicle used required, no modifications allowed, except rubber bushings may be replaced with non-metallic stock replacement parts, with the exception of the upper A-Frames which will be allowed metallic bushings. 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. 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, stock replacement center links allowed. No spring separators or weight jacks allowed. OEM length trailing arms in stock location required. Any OEM Type, non-offset, non-metallic bushing allowed in the rear. No rear steer allowed. Chain on rear end allowed must have minimum of 2 inches of travel.

SHOCK RULE : One Stock mount sealed steel shock per wheel. Must fully extend and compress. Non-rebuildable, nonadjustable maximum MSRP of \$130. Shock must remain in stock location with stock mounting points. Max camber is 3-inches measured at the wheel.

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.

10. 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 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).

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.

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. **HS 2701 Performer Intake allowed with 25# weight penalty.** 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.

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 motors must remain as is from factory. All factory seals must stay in place.

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

11. 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 or located in front of radiator. Stock, unaltered, open rear ends required. Stock diameter steel drive shaft required. Aftermarket or S-10 right side axle required on metric cars.

12. WEIGHT:

The minimum total weight for all cars (full size and metric chassis) is 3400lb. Minimum 53% front axle, and minimum 45% right side non-GM GM metric chassis cars. The 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.

13. WHEELS & TIRES:

American Racer AR-870 8-inch tires. Hobby Stocks will use a tire bank. A tire registration and tire bank will be established, see tire bank section below for details. 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. The minimum durometer reading is 60.

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

TIRE BANK: All Hobby Stock competitors will establish a tire bank of up to six tires prior to their first 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. 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.

14. BATTERY:

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

15. FUEL & FUEL CONTAINER:

All stock tanks must be removed. Maximum 16-gallon fuel cell required. The 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 the 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.

16. 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.

17. 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. Effective muffler required at all times. Maximum of 100 decibel at 100 ft to be measured on the front straight between the lower concession stands. Must end no closer than 6 inches from ASA bar and be shrouded from the fuel cell. No car expelling flame, smoke or backfiring allowed.

18. 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 transponders 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.

19. PENALTIES AND CLAIMS:

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.

DYNOMETER TEST: The Tech Staff can require any engine to be dynometered to determine its compatibility with the intent of the rules. Cam Doctor and Dyno Test will be used to check crate engines.

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.

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.

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