



2026 is Jefferson Speedway's 75th Year of Operation

PROMOTER: TERRY TUCKER: (920) 648-6407

DIRECTOR OF COMPETITION: CLIFF RUCKS: (608) 358-0539

2026 Rules

Bandit

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 quali 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. GENERAL
6. CAR ELIGIBILITY
7. BODY & TRIM
8. ROLL CAGE
9. SUSPENSION
10. ENGINE AND DRIVETRAIN
11. EXHAUST
12. WEIGHT
13. BRAKES
14. WHEELS AND TIRES
15. FUEL AND FUEL CONTAINER
16. TRANSPONDER
17. PENALTIES AND CLAIMS

DRAFT

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, in good condition, 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.

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. 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 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.

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

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

6. CAR ELIGIBILITY:

Any American or Foreign made 1980 to 2015, front wheel drive standard production automobile offered with a three or four cylinder EFI engine allowed. Wheelbase must remain OEM for that make, model, and year of car +/- 1 inch, and wheelbase maximum is 107-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.

7. 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 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.

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

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

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.

8. 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 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 drivers 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.

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 drivers 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 cars 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

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.

9. 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 rungs 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.

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

10. ENGINE & DRIVE TRAIN:

Engine must be stock for that make and model and have been offered for sale in the U.S. Four cylinders, 2500 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.

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.

COMPUTER:

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

11. 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. Maximum noise allowed is 100DB measured at 100 feet by flag stand. No car expelling flame, smoke or backfiring allowed.

12. 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 2399	2450 lbs.
2400 to 2500	2500 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)	
Add 250 lbs. for engines over 210HP (subject to adjustment by management)	
Add 275 lbs. for engines over 220HP (subject to adjustment by management)	
Any engines over 220HP 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.

13. BRAKES:

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

14. 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".

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

15. 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 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.

16. 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 150 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.

17. PENALTIES AND CLAIMS:

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.

TEAR DOWN CLAIM--For a fee of **\$500** any Bandit driver may request to have the head, intake, or exhaust, removed for inspection. If found legal, **\$350** is awarded to the one inspected with \$150 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 \$4,000 after any event. The track may purchase any car with a “**PLAN B**” roll cage for \$3,000 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.

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

FINAL