

# JEFFERSON SPEEDWAY

## 2012 RULE BOOK

2012 is Jefferson Speedway's 61st year of operation

*LOCATED HALFWAY BETWEEN CAMBRIDGE & JEFFERSON ON HWY. 18,  
TRACK PHONE, (920) 648-2705 DIRECTOR OF COMPETITION - TERRY TUCKER, (920) 648-6407  
(6145) (01-15-12)*

**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 rulebook 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.

### **SAFETY, APPEARANCE, & GENERAL RULES FOR ALL CLASSES**

**SEATS-** Approved aluminum driver's seat required. 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. 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 anchorings must swivel. Grade "5" bolts and hardware required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

**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 including steering post. Securely mounted fully charged fire extinguisher with visible dial type gauge required. Ribbon or mesh 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-** Complete approved fire retardant driving suit and gloves required. Eye protection and a Snell SA 2000 helmet or newer required. Head and Neck restraints, fireproof shoes, and fire systems recommended.

**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 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 & ends must be tapered and capped. Head light orbits must be tinned over and finished out. Attractive grill areas required. No profanity/offensive lettering allowed.

**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.

**EXHAUST SYSTEMS-**All exhaust is to exit the car behind the driver to the left side or toward the rear. Effective mufflers are required on all cars. Any car producing over 100 decibels as measured from the 8<sup>th</sup> row of the front stretch bleachers will be required to fix the problem. No car will be allowed to compete if expelling flame or backfiring through the exhaust.

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

**DYNAMETER TEST**--At the request of the Teck Staff any engine can be required to be dynametered to determine its compatibility with the intent of the rules.

### **TIRE ENFORCEMENT PROCEDURES FOR LATE MODEL AND SPORTSMAN**

**Qualifying:** All tires will be checked for maximum tread depth 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 test's softer than the established number, is disqualified, the illegal tire confiscated, and will be required to compete in the Consoy 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, is disqualified and the illegal tire confiscated.

## **2012 JEFFERSON SPEEDWAY LATE MODEL RULES**

**CAR ELIGIBILITY** --2002 and newer North American made cars with 102-inch wheelbase or greater. No convertibles.

**WHEELBASE & TREAD WIDTH** -- Minimum wheelbase 104-inches, zero tolerance allowed. Maximum tread width 65-inches, zero tolerance allowed, measured center to center of tires at spindle height (front and rear).

**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). Min. frame ground clearance 3¼" at any point (with driver).

**ROLL CAGE** --All roll cage tubing must be at least 1¾"-0.090" wall or equivalent. Welded gussets required on all joints. At least four evenly spaced horizontal bars required in driver's door and three in right side door. 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. Cage construction and welding quality will be vigorously inspected. Main roll hoop must be behind driver.

**SAFETY BELTS/HELMET**-- Snell SA 2000 helmet or newer required. Belts must be dated 2007 or newer.

**SUSPENSION**-- Conventionally mounted 5-inch springs or coil over type suspensions allowed. Steel or aluminum bodied, non-adjustable shocks only. Maximum retail price \$180. 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.

**SPINDLES & HUBS**-- Steel spindle required. Aluminum steering arm and aluminum ball joint mounts allowed. Passenger car or aftermarket hubs or wide five hubs with 5/8" with solid steel studs allowed. Max. MSRP \$125.

**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.

**WEIGHT**--Minimum weight: #2,825 total, 49% front axle, and 42% right side. Add #15 for (2) piston brake calipers. Add #30 for (4) piston brake calipers. Add #100 for lightweight (less than #42) crankshaft, Add #0 for tapered, beveled or grooved carb adapter plate. #25 weight break for stock stub. #25 weight break for Non Wide Five Hubs. Chrysler products over 362 cid add #20. Minimum 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 painted white with car number.

**WHEELS & TIRES**--Aftermarket made for racing, steel wheels required, 15"x 8"inch maximum. Goodyear D 2862/D2863 8-inch tire will be available at the track. The D2862 are left side tires only. For Qualifying and Feature events all tires must have no more than 6/32" of tread and show wear (approximately 20 laps on right side tires).

**RADIOS**--All radio frequencies must be registered with the officials. Failure to do so may result in disqualification.

**ENGINE LOCATION**--GM engines must be located so that the center of the furthest forward spark plug is no more than 2-inches behind the front axle centerline. Ford and Chrysler allowed 4-inch engine set back. Minimum crankshaft height is 9¼".

**ENGINE**--Engine must be of same manufacturer as body. Maximum of two valves per cylinder. Stock or stock replacement cast iron block and heads required. No aluminum blocks or heads. Maximum displacement 362cid (Chrysler products 373cid). All engines must meet the following specifications regardless of manufacturer: Stock or stock replacement cast iron unaltered heads with factory valve angles (no angle milling, porting, polishing, acid dipping allowed) 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. 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 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). 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. Single stage, external oil pumps allowed on Ford engines. Chrysler products over 362 cid add #20.

**CRATE ENGINES**--GM Crate motor (P/N 88959604) allowed with Holly 650 carburetor (P/N 80541-1) GM specifications and inspection procedures will be followed, see supplemental technical advisories. ASALM updates permitted. Maximum 6400 rpm chip required. Weight adjustments may be made to retain competitive balance. Crate engine inspection will mirror Big 8 rules.

**CRANKSHAFT**--Production type steel crankshaft with normal configuration counter weights required. See weight rule.

**CARBURETOR**--One Holley 4412 or Dorton 003-0 required. 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. Boosters 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 may be plugged, no additional holes allowed, and must remain stock appearing for that carb. No aftermarket metering blocks allowed. Any attempt to pull outside air except straight down through the venturi 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 1.1/2" 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. Carb inspection will mirror Big 8 rules.

**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/adaptor plates between intake and heads allowed. Stock cast iron exhaust manifolds or aftermarket exhaust headers allowed.

**EXHAUST**--**Tri-Y and merge collectors not allowed. Max MSRP of \$650 on all headers. No one of a kind or homemade headers allowed.** Exhaust must exit left or rear (not out right side) and behind driver. Flowmaster or Howe type muffler required. 100-decibel limit measured from 8th row of bleachers. No car expelling flame or smoke or backfiring will be tolerated.

**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. Performance grade stock or racing clutch permitted. Minimum diameter 5½", two-disk clutch minimum. Stock Transmission with operating reverse required. 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 drive shaft required. Aftermarket, made for racing aluminum driveshaft allowed (see weight rule). 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.

**BRAKES**--Four-wheel brakes required at all times. Single piston (steel or aluminum) calipers. Maximum diameter 12¼" rotors, no drilling allowed (except stock replacement). No floating or self centering rotors, ABS units or brake recirculator systems. Dual (2) piston and four (4) piston calipers allowed with respective weight penalties. Only one bias adjuster allowed. Maximum MSRP on any brake caliper \$190.00

**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.

**REAR END**--Stock or rear spur gear type quick-change units with steel tubes permitted. No mini type quick change, No open tube or cambered (1/2 degree tolerance) rear ends. Drain plugs must be safety wired. One-piece straight spline drive plates only.

**FUEL & FUEL CELL**--Fuel cell complete with 11-gauge or heavier container, interior bladder, foam baffle and rollover valve 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 lines must be properly located outside driver's compartment. Gasoline only, must meet specific gravity of manufacturer.

**BODY & APPEARANCE**--Stock appearing plastic, fiberglass, or metal bodies allowed. Minimum roof height 47". Maximum deck height 34.5". Minimum side window clearance 15". Maximum spoiler height 39", measured from ground. Maximum spoiler length 5". Maximum width 60". No wings or skirts allowed. No air scoops or holes in hood allowed. Minimum ground clearance including nose, body, and rocker panels is 3¾" (with driver). Painted filler panels painted required. Front and rear bumpers 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.

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

**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 recommended.

**ILLEGAL EQUIPMENT**--Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; aluminum blocks; 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. All illegal parts subject to confiscation.

**TEAR DOWN CLAIM**--For a fee of \$500 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, \$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 for that night. Officials can require intake, carburetor, and heads be removed and cc'd for acid dipping or other modifications. 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.

**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).

## 2011 JEFFERSON SPEEDWAY SPORTSMAN RULES

**CAR ELIGIBILITY**--Any 1960 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 AND TREAD WIDTH**--Wheelbase must be within 1-inch of stock. Maximum tread width 63-inches (64-inches for Ford or Chrysler front stub), measured center to center of tires at spindle height (front and rear).

**GROUND CLEARANCE**--Minimum ground clearance 4<sup>3</sup>/<sub>4</sub>" at any point including spoilers, scoops, and mufflers, except front cross-member, which is 2<sup>3</sup>/<sub>4</sub>" (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 frame height 4<sup>3</sup>/<sub>4</sub>" (with driver).

**ROLL CAGE**--All cars must have a well constructed, properly welded and gusseted 6 point roll cage made of minimum 1<sup>3</sup>/<sub>4</sub>" .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.

**SAFETY BELTS & HELMET**-- Belts must be dated **2007** or newer. Helmet must be Snell SA 2000 or newer.

**INTERIOR**--Steel firewall and floor pan required. Passenger side interior can be tinned over from top of drive shaft tunnel to 12" below passenger window. No radios 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.

**SUSPENSION**--Any stock appearing steel spring that fits in original mount in original position allowed. One steel non-adjustable, non-rebuildable shock, with a welded bearing (on at least one end), with a maximum MSRP \$85, allowed per wheel. Spring spacers, adjustable spring spacer units allowed where shock mounts through spring (front). Screw type (screw jack) adjusters 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 or traction devices.

**BRAKES**--Four-wheel brakes required at all times. Master cylinder and pedals must remain in stock location. The Howe stock replacement caliper is the only non-OEM brake caliper allowed (see weight Rule). No "made for racing" components (other than brake pads) allowed.

**No drilled or directional vane rotors allowed. Maximum rotor diameter 11 3/4" maximum rotor width 1 1/4"**. One OEM brake bias adjuster allowed. Rear drum brakes required

**MID SIZE GM METRIC CHASSIS**--Lower right A-frame may be 1" longer than stock. 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.

**FUEL & FUEL CONTAINER**--Fuel cell required. Fuel cell must be located in trunk 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. Gasoline only.

**WEIGHT**--Minimum total weight is 3100 # including driver, 52% front axle, and 42% right side. Add #25 for non OEM brake calipers. **Add 50 lbs for crankshafts weighing under 48 lbs.** All weights must be properly anchored above bottom of frame rail, outside driver's compartment and painted white and lettered with car number.

**WHEELS & TIRES**--Aftermarket made for racing, steel wheels, 8-inch maximum width required. No bleeders allowed. Goodyear D2862/D2863 8-inch tire will be available at the track. The D2862 are left side tires only. For Qualifying and Feature events all tires must have no more than 6/32" of tread and show wear (approximately 20 laps on right side tires).

**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 2½" 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.

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

**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 ½" (front and back). Max offset (right to left) 3".

**ENGINE**--Engine must be of same manufacturer as chassis and body. 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 1052 #4266B and #4267B. 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. **All crankshafts under 48lbs must add 50lbs and will not be allowed after 2012.** 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 oil level. Hole in windage tray in line with inspection hole required. OEM mechanical fuel pump, in stock location, required.

**CAMSHAFT & IGNITION**--Hydraulic cam/lifters only. Lifters must pass 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 lifter or roller cams allowed. Stock type (HEI) ignition components only. Firing order may not be altered. No MSD boxes or dual-point distributors.

**CARBURETOR**--Stock unaltered 500 CFM Stock Holley 4412 2 bbl. or Dorton 003-0, or 1 3/8" Rochester allowed on all cars. 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. Steel or steel braided fuel lines required, metal fuel filter required.

**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.

**EXHAUST SYSTEM**--Maximum diameter 2½" before collector and/or muffler, 4½" 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 front row of bleachers. No car expelling flame, smoke or backfiring allowed.

**REAR END**--Rear end must be a stock passenger car unit, may be open, or locked by welding 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 posi-traction rear ends allowed. A ¾" inspection plug required in rear cover located above oil level and be wire tied.

**TRANSMISSION**--Stock automatic transmission with operating 11-inch minimum diameter torque converter. 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 transmission allowed. All gears must operate. No straight cut gears, gun drilled main shafts, or lightening of or removing of gears or body allowed. **Must use stock or stock replacement all steel pressure plate and clutch disk** and steel or cast iron flywheel (minimum weight 15.5 lbs.) Clutch disc must be minimum 10 inch diameter with stock full fiber disk **complete with operating spring dampeners** . All manual transmissions must run a steel bell housing or a scatter shield constructed of 1/8 inch steel covering the top 180 degrees of the clutch .

**CRATE ENGINES**--GM Crate motor (P/N 88959602) 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 180degree, header with a max 1 5/8" diameter and max 3" collector, maximum MSRP \$250. All crate motors must use the MSD Soft Touch Rev Control system with the 6200 rpm chip. All crate motored cars have a base weight of #3100. **Inspection plug required**, see technical advisory for rebuild/repair provisions and regulations.

**FORD AND 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.

**BODY AND APPEARANCE**--Body must be of same make as engine and have an OEM wheelbase over 106". 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. Five Star Fiberglass Metric Monte Carlo roof allowed. No truck bodies allowed (El Camino & Ranchero excepted). Stock steel or professionally built metal bodies required. Bodies cannot be shortened, chopped or channeled, light moldings and stock appearing metal grill required. All doors must be welded shut. Stock hood with reinforcements removed or fiberglass hood required. Hood latch must be removed. No multi-plane spoilers. Maximum spoiler length 5". Maximum spoiler width 60". Spoiler 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.

**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 intake, carburetor, exhaust manifolds, and heads be removed and cc'd for acid dipping or other modifications. 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

## 2011 JEFFERSON SPEEDWAY INTERNATIONAL CLASS RULES

**CAR ELIGIBILITY**-1985 to **2006**, front wheel drive non-convertible foreign or domestic compact car with a 4-cylinder engine, and meeting the wheelbase requirements. **All reduced production/special application/performance cars are subject to additional requirements and/or limitations to ensure competitive equity.** It is the responsibility of the driver/owner to complete a specification sheet during initial inspection. Chassis (VIN #, wheelbase, control arm lengths, etc) and engine (engine #, bore-stroke, EFI info, camshaft, etc) specs required.

**WHEELBASE**--Minimum 93", Maximum **106"**. Wheelbase must be within 1/2-inch of stock.

**CHASSIS/INTERIOR**-Complete bumper-to-bumper steel unit-body must be retained. Full width original firewall, floor-pan and trunk floor required. Rear firewall must be added to isolate from fuel cell. Stress points may be reinforced. No radios allowed.

**ROLL CAGE**--All cars must have a well-constructed, properly welded and gusseted 6-point full width roll cage made of 1 3/4" .090 wall tubing or equivalent. Main roll hoop must be behind driver and be reinforced with a full x-bar configuration. Roll cage must be properly anchored to rocker box or floor with sandwich plates under each up-right. 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 rocker box. All welds in cage and door structure must be gusseted. Left side door bar deflector plates of min. 1/8" steel required. Driver's foot protection required.

**SAFETY BELTS & HELMET**-- Belts must be dated **2007** or newer. Helmet must be Snell **SA 2000** or newer.

**SUSPENSION**--Any stock appearing steel spring that fits in original mounts in original position allowed. One steel non-adjustable, non-rebuildable, shock/strut in stock location per wheel. Max. \$80 MSRP of strut/shock. Spring adjusters allowed, adjustable spring spacers where shock mounts through spring, screw type where shock mounts outside spring. Coil-over threaded collars allowed on strut type suspensions. Adjustable leaf shackles allowed. Spring buckets may protrude through floor pan. Suspension parts including trailing links must remain of stock type for that make and model and year chassis. Upper A-frames and strut mounts may be altered for camber. Lower A-frames and strut rods must remain stock. One stock front and rear stabilizer bar allowed. Out of cockpit stabilizer adjusters allowed. Stock trailing links required. Home built rear lower control arms of stock length, in the stock location with heim joints allowed.

**SPINDLES & HUBS**-Stock, unaltered spindles and hubs required.

**STEERING**-Stock, manual or power units only. No aftermarket components. Fabricated steering column must use 2 U-joints.

**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.**

**GROUND CLEARANCE**--Minimum ground clearance 4" (with driver) for all mechanical parts and hardware, 5" for any body part.

**BATTERY**--Batteries must be securely mounted away from fuel container and lines. All batteries in driving compartment must be in approved sealed battery box. Maximum 12-volt battery.

**FUEL CONTAINER**-- Fuel cell (8-gal. Max.) Foam baffling and check valve required. Minimum 11-gauge container. Fuel container must be mounted in trunk behind rear axle, as far forward as possible, above frame. Filler tube extensions not allowed. All vents must be valved to eliminate leakage. Fuel container installation will be vigorously inspected. Steel fuel lines must be properly located outside driver's compartment. Rear fuel cell protection (ASA) bar required. Gasoline only.

**FUEL PUMP**-High quality (ASA style) internally mounted, electric fuel pump recommended. External pumps must mount to fuel cell container or bracket. Supply hose from cell to pump must be steel braided with AN type fittings. OEM or aftermarket safety switch required.

**BRAKES**--Stock brake units only. Four-wheel brakes required at all times. Stock rear disk brakes allowed. Master cylinder and pedals must remain in stock location. OEM brake rotors required. No "made for racing" components allowed. One brake bias adjuster allowed. OEM anti-lock brakes (ABS) allowed.

**RADIATOR**--Any metal radiator without altering the appearance of car allowed. Overflow tank, located in engine compartment required.

**WHEELS**-Made for racing, 7-inch wide steel wheels only. 4-inch backspacing required on all wheels. **Wheels with 3 5/8 backspacing allowed with 50lbs weight penalty.** 13", 14" or 15" diameter wheels allowed. Wheels must be the same size per axel. One-inch lug nuts required. Spacer plates allowed 1/4" maximum width. No bleeders.

**TIRES**-Sumitomo HTR A/S PO1 tires only, maximum P205 width, and minimum 60 series profile. Alternative tire brands may be substituted for unavailable sizes in the Sumitomo brand with prior approval from the director of competition.

<b>WEIGHT</b>	Actual displacement in cubic centimeters.....	Minimum weight
	<b>0 to 1749.....</b>	<b>2300 lb.</b>
	<b>1750 to 2049.....</b>	<b>2350 lb.</b>
	<b>2050 to 2249.....</b>	<b>2400 lb.</b>
	<b>2250 to 2400.....</b>	<b>2450 lb.</b>

All Cars: Minimum front-end weight must be **57%**. Minimum right-side weight must be 45% of total.

**WEIGHT ADJUSTMENTS**--3 valves per cylinder, add 25#, 4 valves per cylinder add 50#. Engines with variable cam timing (VTEC), add 50#. Engines without rev limiter add 50#.

**WEIGHTS**--All weights must be properly anchored to floor pan or weight box. Weights must not be lower than bottom of frame rail.

Ballast

must be painted white and lettered with car number.

**ENGINE**--Engine must be 4 cylinder, max displacement **2,400 cc. Engines over 2,400cc. that competed in 2011 will be allowed to compete in 2012 with additional weight and percentage requirements.** Engine must have been offered in that make and model automobile.

Type and composition of engine must remain as produced. Engine must be in stock position using stock motor mounts (rubber bushings may be replaced with washers). OEM block required, with up to .040 overbore allowed. Crankshaft and stroke must remain as produced. 11 to 1 compression ratio maximum. Cylinder head configuration must remain as produced (no porting, chamber work, etc.).

**INDUCTION-OEM** as produced, electronic fuel injection (including intake manifold) for the car/engine used, required. No forced induction, ram air induction, turbo or super-charging, nitrous systems, etc. allowed.

**CAMSHAFT-OEM** cam drive only. Maximum cam lift measured at the valve, may be increased by 10% from production specs. Roller rocker arms allowed on push rod style motors. Stock roller tip cam followers allowed on engines that came with them from factory

**IGNITION**--OEM ignition components only.

**COMPUTER**--All engine management controls, wiring and data port must be operating. Computer must be relocated (within wiring limits) for easy access. Reprogramming allowed.

**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 front row of bleachers. No car expelling flame, smoke, or backfiring allowed.

**CLUTCH & TRANSMISSION**--OEM unaltered clutch required. Minimum resurfacing allowed (flywheel allowed 1 lb. reduction from stock weight) OEM manual transmission with all gears, including reverse, required. Two 1 1/2" inspection holes, on opposites sides of bell housing, required for clutch inspection. Stock mounted operating starter required.

**HALF SHAFT**--Heavy duty replacement parts allowed.

**BODY AND APPEARANCE**--OEM steel roof with A, B, & C post's required. OEM or stock replacement fenders, quarter panels, doors, hood and trunk lid required. Stock or stock appearing nosepiece required. Maximum spoiler length 5". Spoiler may not extend outside body. Side skirts must not be lower than rocker panel. No air scoops or holes in hood allowed. Filler panels painted with reflective colors required. Front and rear bumper and bumper cover must appear stock; bumper ends must connect to body. Stock or Lexan windshields required, all other windows (if used) must be of Lexan. Sunroofs must be closed in with steel. Stock appearing aluminum door skins allowed. OEM wings permitted. No Non OEM fiberglass body panels allowed.

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

**TEAR DOWN CLAIM**--For a fee of \$500 any international class driver may request to have the head, intake, and exhaust 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 for that night. Officials can require intake, injectors, computer, and heads be removed and checked for modifications. 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.

**DYNAMOMETER TEST** At the request of the Teck Staff any engine can be required to be dynometered to determine its compatibility with the intent of the rules.

# 2012 JEFFERSON SPEEDWAY HOBBY STOCK RULES

**2012 HOBBY STOCK RULE PACKAGE OPTIONS** In an effort to revitalize the Hobby Stock class three distinct rule packages will be available in 2012. These packages are the Rockford Speedway Road Runner, the Columbus Speedway Lo-Buck Hobby Stock, and the Jefferson Speedway Hobby Stock as presented below. A competitor may elect to utilize any of the rules packages in their entirety but may not pick and choose between them. Competitors must declare which rule package they are following prior to competing. All rule packages are subject to adjustment in the interest of compatibility. Competitors will be given sufficient notice before any changes are enforced. The following special provisions apply to those competitors following the Road Runner and Lo-Buck rule package.

**ROAD RUNNER PACKAGE** All Road Runner rule package cars must meet the minimum safety rules as spelled out in the Jefferson Hobby Stock rules. The provisions that must be followed include those found in the general requirements for all cars, frame/roll cage, interior, gas tank, and drivers' attire. All other Road Runner rules apply.

**LO-BUCK RULE PACKAGE** All Lo-Buck rule package cars must meet the minimum safety rules as spelled out in the Jefferson Hobby Stock rules. The provisions that must be followed include those found in the general requirements for all cars, frame/roll cage, interior, gas tank, and drivers' attire. Lo-Buck cars must follow the same carburetor rule as the Jefferson Hobby Stocks. All other Lo-Buck rules apply.

**CAR ELIGIBILITY**--Any 1960 to 1996, 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 1996 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. Cam lift allowed 10% increase for engine used. Minimum weight 2900 pounds. 60 series tires allowed. Tires must be offered to the public at no more than **\$105** each. All other rules apply.

**FRAME/ROLL CAGE**--Frame must 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 1¼" .090 wall tubing or equivalent. No pipe fitting's, 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. 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 firewall, bar must not mount to frame where it kicks-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. No wedge (diagonal) bars allowed. Unit body cars allowed four bars from roll cage to rear sub-frame. Sub-frames must be connected with tubing.

**GROUND CLEARANCE**—Min. 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. No radios allowed.

**SAFETY BELTS & HELMET**-- Belts must be dated 2005 or newer. Helmet must be Snell SA 2000 or newer.

**SUSPENSION**--Completely stock suspension components for vehicle used required, no modifications allowed, except rubber bushings may be replaced with non-metallic stock replacement parts. Full size spindles allowed on metric chassis. Lower control arms on metric cars may be lengthened 1". Rear stabilizer bar must be removed. Stock appearing springs required. Rear springs on non-metric cars must be a minimum of 11-inches tall and have a pigtail on one end. Rear springs on metric cars must be a minimum of 11-1/2-inches tall and have a pigtail on one end. Non-adjustable, stackable shims allowed on top or bottom of coil springs. Stock Steering components required. No spring separators or weight jacks allowed. Stock or SRP shocks required. Maximum camber allowed is 3-inches measured at the wheel.

**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 10.8 to 1. No domed pistons. No aluminum intakes or heads. Hydraulic cam/lifters only. 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 after market parts, no dual point distributors. OEM type, mechanical fuel pump, in original location, required. One OEM unmodified two-barrel carburetor required, maximum bore diameter 1¼" with pressed in style booster cone, 1 3/8" on Ford and 1 9/16" on Chrysler products. No dual feed carbs. Air cleaner and 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. Inspection plug required see Late Model rule.

**DRIVE TRAIN**--Stock automatic transmissions with all forward and reverse gears operating required. Stock operating 12-inch minimum diameter torque converter required. Transmission overflow bottle required. No lightweight (Vega type) torque converters allowed. No Powerglide transmissions. No rubber transmission lines allowed. 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 is **3500lb.** 53% front axle, and 45% right side. All weights must be properly anchored 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.

**WHEELS AND TIRES**--Tire must be offered to the public at no more than \$120. Tires must be stock passenger 70 or 75 series radial tires only, maximum size P235. No high performance tires allowed. Tires must be consistent, all 14" or 15" diameter. Steel wheel only, max. width 7" measured at bead, max. 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. Goodyear regatta tires **are** allowed.

**GAS TANK**--All stock tanks must be removed. 6 or 8 gallon marine or farm tractor tank allowed. Maximum 16-gallon fuel cell allowed. Gas tank must be placed as far forward in the trunk area as possible, centered right to left, 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 crossmembers 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

**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. One OEM brake bias adjuster (proportioning valve) located in engine compartment allowed.

**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.

**EXHAUST SYSTEM**--Maximum diameter 2½" before collector and/or muffler, 4½" 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 front row of bleachers. No car expelling flame, smoke or backfiring allowed.

**BODY AND TRIM**--Body must match frame used. Complete stock appearing steel bodies with glass or Lexan windshields (with braces) required. Rear spoilers allowed, maximum spoiler length 3". Spoiler may not extend outside body. Stock, unaltered body mounts required. All doors must be welded shut. Fenders may be trimmed moderately for clearance. 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. No aftermarket nosepieces allowed. Full rocker panels required. Stock steel bumpers required front and rear, may be reinforced, and bumper ends must connect to body. Tire cutting edges must be trimmed. Limited radiator protection bars allowed. Modest used of bars on top of bumper and outside of nose piece allowed. No battering rams allowed.

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

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

**TEAR DOWN CLAIM**--For a fee of \$300 any Hobby Stock driver may request to have the head, intake, exhaust, or carburetor removed for inspection. If found legal, \$150 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 intake, carburetor, exhaust manifolds, and heads be removed and cc'd for acid dipping or other modifications. 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.

# 2012 JEFFERSON SPEEDWAY BANDIT RULES

**GENERAL** -- This is a stock production class primarily designed for beginners. The class will race every Saturday Night and on selected special events. The class will race BOTH DIRECTIONS using the bandit corner and turns one and two. The class will be the first to qualify, and line up for races the same as other divisions. The Bandit class is designed to be an affordable and enjoyable introduction into auto racing.

**CAR ELIGIBILITY**--Any American or Foreign made 1980 to 2000, front wheel drive standard production automobile offered with a three or four cylinder EFI engine allowed. Wheelbase maximum is 104-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 Wheel 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**--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 fitting's, 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 two 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 an "X" brace behind driver. 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. Welds must be gusseted and of good quality. One bar allowed through the driver-side firewall for feet protection. Strut/shock towers may be connected side to side. **Rear mounted anti-submarine bar allowed. Bar must be mounted four inches inboard of and four inches below rear bumper. Bar must be made out of max 2" square box or 1/3/4" diameter round tubing. Bar must be properly reinforced and triangulated.**

**SUSPENSION**--Completely stock suspension required, no modifications allowed. Stock or stock replacement springs and shocks, **used in the stock location** required. **Cut or altered springs or struts not allowed.** Front cross-member must remain at stock ride height. Rear ride height cannot be lower than front cross-member height. OEM remote adjustable shocks must be disabled. Front spring spacers, spacer blocks, or weight jacks not permitted. Rear springs may be altered. Rocker box must be at production height. Maximum camber allowed is 1 inch on front and 1/2 inch on rear measured at the wheel.

**ENGINE AND DRIVE TRAIN**--Engine must be stock for that make and model. Four cylinders 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 air cleaner required. Stock automatic or manual transmissions with all forward and reverse gears operating required. Stock, unaltered clutch required. Overflow tank located under hood required. A/C, smog pump and heater core may be removed. No locked or limited slip differentials allowed.

**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.**

<b>WEIGHT</b>	Cubic centimeters	Minimum weight		
	0 to 1799	2300 lb.		
	1800 to 1999	2350 lb.	2 valve OHC	add 25 lb.
	2000 to 2299	2400 lb.	3 valve OHC	add 50 lb.
	2300 to 2600	2450 lb.	4 valve OHC	add 100 lb.

Add 50 lb for VTECH engines (subject to adjustment by management)

All weights include driver. Ballast weight must be securely fastened to rear seat foot well using sandwich plate method.

**SAFETY BELTS & HELMET**-- Belts must be dated 2005 or newer. Helmet must be Snell SA 2000 or newer.

**SAFETY EQUIPMENT**-- Eye protection required. Complete approved fire retardant driving suit and gloves required. Aluminum racing seat with **right and left side shoulder support** and right side head support required. Operating fire extinguisher required. No radios.

**BRAKES** -- Four-wheel brakes required at all times. Stock, unaltered brakes only.

**WHEELS AND TIRES** - 13", 14" or 15" OEM steel wheels (no aluminum wheels) with maximum width 6-inches measured at bead allowed. **Stock wheels may not be altered in any way.** Aftermarket racing wheels with 4-1/2" backspacing and width (not to exceed 6") allowed. No bleeders allowed. Stock passenger car tires, maximum width P195 radial only. 13" tires, minimum 60 series allowed, 14" & 15" tires minimum 65 series allowed. Tires must not exceed \$60 MSRP. **Sumitomo HTR A/S PO1** is the only H rated tire allowed.

**Alternative tire brands may be substituted for unavailable sizes in the Sumitomo brand with prior approval from the director of competition.** Wheels & tires must be same size & series per axle. One-inch lug nuts & heavy-duty studs recommended. Management may claim any tire for \$50.

**GAS TANK**-- 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. Gas 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 in driver's compartment. Complete metal firewalls front and rear required.

**BODY AND TRIM**--Complete stock bodies with glass or Lexan windshields required. Body gutting is limited to doors, hood and trunk/deck lid. All doors must be welded shut. Fenders may be trimmed moderately for clearance. Stock bumpers front and rear required, moderate reinforcement allowed. Bumpers must be chained to frame. All glass and plastic must be removed, except for opera (side) and windshield. Hood pins must replace Hood and trunk latches. Hood X reinforcement must be removed. No aftermarket nosepieces allowed. Full rocker panels required. Side skirts must not be lower than rocker panel. 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.

**BATTERY**--May be relocated to interior and be securely mounted in sealed battery box.

**EXHAUST**--Maximum outside diameter 2-1/2 inches. Catalytic converter may be removed. Exhaust must exit rear of car behind driver. Effective muffler required. 100-decibel limit measured from front row of bleachers. No car expelling flame, smoke or backfiring allowed.

**TEAR DOWN CLAIM**--For a fee of \$400 any Bandit driver may request to have the head, intake, or exhaust, removed for inspection. If found legal, \$300 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.

**CLAIM RULE**--The track may purchase any car for \$1,250 after any event. This amount is for the complete car. 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.**

# 2012 JEFFERSON SPEEDWAY ROAD WARRIOR RULES

**GENERAL** -- This is intended to be a stock production class designed for newer mid sized cars. This class will race every Saturday night and on selected special events. The class is intended for those with intermediate budgets. It is not intended to be a beginner class although beginners are welcome to participate. The Road Warrior class is designed to be an affordable and enjoyable option for the racer.

**CAR ELIGIBILITY**--Any American or Foreign made 1985 to 2002, front wheel drive standard production automobile with a six cylinder EFI engine allowed. Wheelbase minimum is 105-inches. No SUV's, vans, trucks, convertibles, T-tops, two seat sports cars, specialty, or all wheel steer cars. 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**--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 fitting's, 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 two 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 an "X" brace behind driver. 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 must be gutted and inner panels removed for bar clearance. Welds must be gusseted and of good quality. One bar allowed through the driver-side firewall for feet protection. Sub frames must be connected in driver's compartment. Strut/shock towers may be connected side to side and with front hoop.

**SUSPENSION**--Stock suspension in stock location required. Spring diameter and height can be adjusted. Strut/shock towers can be reinforced and altered for camber. One steel non-adjustable, non-rebuildable, shock/strut in stock location per wheel. Max MSR \$80 for strut/shock. Adjustable spring spacers, where shock mounts through spring, and screw type where shock mounts outside spring allowed. Coil-over threaded collars allowed on strut type suspensions. Screw jacks and aftermarket adjustable coil-over springs allowed. Aftermarket adjustable upper control arms and ball joints allowed. Minimum ground clearance 4". Heim joints allowed on rear control arms.

**ENGINE AND DRIVE TRAIN**--Engine must be stock for that make and model. Six cylinders required. No turbochargers, superchargers or rotary engines. All engines must use stock motor mounts and be in stock location. Engine must remain completely stock including intake/throttle-body and exhaust manifolds. Computer may be re-programmed/re-chipped. No ram air or forced air induction systems allowed. Aftermarket air filters allowed. Wiring, including data port and computer configuration must remain as produced. Stock air cleaner required. Stock automatic transmissions with all forward and reverse gears operating required. 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. Overflow tank located under hood required. A/C, smog pump and heater core may be removed. **WEIGHT** Cubic centimeters Minimum weight

0 to 2999	2700 lb.		
3000 to 3199	2800 lb.		
3200 to 3499	2900 lb.	3 valve OHC	add 50 lb.
3500 to 3800	3000 lb.	4 valve OHC	add 100 lb.

Add 50 lb for VTECH engines (subject to adjustment by management)

**Minimum front-end weight must be 57%. Minimum right-side weight must be 45% of total.**

All weights include driver.

Ballast weight must be securely fastened above the bottom of a plated frame rail section or to the roll cage behind the driver.

**SAFETY BELTS & HELMET**—Complete five point belts required, must be dated 2005 or newer. Helmet must be Snell SA 2005 or newer.

**SAFETY EQUIPMENT**-- Eye protection required. Complete approved fire retardant driving suit and gloves required. Aluminum racing seat with right side head brace required. Operating fire extinguisher required. Stock steering column may be replaced with steering shaft equipped with at least one intermediate shaft and u-joints. Removable steering wheel allowed. Roll cage padding required around driver. **Push button/ toggle kill switches required.** No two-way radios.

**BRAKES** -- Four-wheel brakes required at all times. Stock, unaltered brakes only.

**WHEELS AND TIRES** - 14", 15" or 16" OEM steel wheels with maximum width 7-inches measured at bead allowed on rear axle.

Aftermarket racing wheels with four inch offset required on front (drive wheels). **Wheels with 4" backspacing allowed 1/4" wheel spacer plate. Wheels with 3 5/8" backspacing allowed 1/4" wheel spacer plate with 50 lbs weight penalty. Wheels with 3 5/8" offset and 3" offset allowed on rear only in 2012.** All wheels must be of same diameter. No bleeders allowed. Stock (dot) radial passenger car tires only. Maximum width P225 .70, 65, or 60 series tires allowed. Tires must not exceed \$95 MSRP. . **Sumitomo HTR A/S PO1** is the only H rated tire allowed. **Alternative tire brands may be substituted for unavailable sizes in the Sumitomo brand with prior approval from the director of competition.** One-inch lug nuts and heavy-duty studs recommended. Management may claim any tire for \$50.

**GAS TANK**-- Stock tanks 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. Gas 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 in driver's compartment. Complete metal firewalls front and rear required.

**BATTERY**-May be relocated to interior and be securely mounted in sealed battery box.

**EXHAUST**--Maximum outside diameter 2-1/2 inches. Catalytic converter may be removed. Exhaust must exit rear of car behind driver. Effective muffler required. 100-decibel limit measured from front row of bleachers. No car expelling flame, smoke or backfiring allowed.

**BODY AND TRIM**--Complete stock bodies with glass or Lexan windshields required. All window openings and window posts must be as produced by manufacturer. Body gutting is limited to doors, hood and trunk/deck lid. Inner fender wells must be left in place. Outer fenders may be moderately trimmed for tire clearance. All doors must be welded shut. Fenders may be trimmed moderately for clearance. Stock bumpers front and rear required, reinforcement allowed. All glass and plastic must be removed except windshield. Hood pins must replace Hood and trunk latches. Hood X reinforcement must be removed. No aftermarket nosepieces allowed. Full rocker panels required. Side skirts allowed to bottom of rocker panel. 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, ¼" cable has proved inadequate.

**TEAR DOWN CLAIM**--For a fee of \$500 any Road Warrior 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.