

2023 Jefferson Speedway Rules



2023 is Jefferson Speedway's 72st Year of Operation

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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

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of or compliance with these rules and/ or regulations. They are intended as a guide for the conduct of the sport and are in NO WAY A GUARANTEE against injury or death to participants, spectators or others.

NOTICE TO ALL COMPETITORS: The management and staff of Jefferson Speedway reserves the right to experiment with engines and other components not within the current rules in an effort to reduce the cost of racing in the future.

MANAGEMENT AND STAFF OF JEFFERSON SPEEDWAY RESERVE THE RIGHT TO ADJUST, ALTER OR DELETE ANY RULE IN THE INTEREST OF MAINTAINING EQUITY IN COMPETITION.

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

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

SUCH PENALTIES ARE AT THE SOLE DISCRETION OF MANAGEMENT.

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

GENERAL RACE PROCEDURES

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

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

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

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

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

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

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

CRATE MOTOR REQUIREMENTS & INSPECTION PROCEDURES

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

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

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SAFETY, APPEARANCE & GENERAL RULES FOR ALL CLASSES

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

SAFETY BELTS: Minimum 3-inch wide lap belt, 3-inch wide shoulder harness and submarine (crotch) strap required. Belts must be anchored to roll cage or frame. Belt anchors must swivel. Grade "5" bolts and hardware required minimum 1/2" diameter required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

LATE MODEL – SPORTSMAN – INTERNATIONALS: Dated 2019 or newer

HOBBY STOCKS – BANDITS: Dated 2017 or newer

LEGENDS – BANDOLEROS: Must follow INEX 2023 Rules

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

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

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

HELMET REQUIREMENTS: LATE MODEL – SPORTSMAN – INTERNATIONALS: Snell SA2015 or newer. All other divisions: Snell SA2010 or newer. **Snell "M" or D.O.T rated helmets NOT ALLOWED.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TIRE BANK: All Late Model, Sportsman, and Hobby Stock competitors will establish a tire bank of up to six tires prior to their first night of racing. Each Late Model competitor will be allowed to add one tire to their bank for each completed night of racing. Each Sportsman competitor will be allowed to add ½ tire to their bank for each completed night of racing. Each Hobby Stock competitor will be allowed to add 1/4 tire to their bank for each completed night of racing. Full tire bank procedures will be posted prior to the first tire sale day. Only tires purchased in **2020, 2021 2022, or 2023** will be allowed in bank. Tire bank data will be public. New cars arriving after the 3rd completed points race for that class, **MUST** run two used tires (less than 4/32 tread depth) or start at the back of all events.

BANDOLERO DIVISION RULES

BANDOLERO CLASS: All cars must follow 2023 INEX Bandolero Class rules with the following Jefferson Speedway specifications. A 14/69 or 15/74 gear ratio require at all times. No two way communication devices allowed. Inexperienced Bandolero drivers may be required to attend special practice sessions prior to being allowed to participate in a regular racing event. Bandolero race procedures are subject to change to improve the racing experience for both the competitors and the fans.