

2023 Jefferson Speedway Rules



2023 is Jefferson Speedway's 72st Year of Operation

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(7252) (02-14-2023)

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.

HOBBY STOCK DIVISION RULES

CAR ELIGIBILITY: Any 1960 to 2000, American-made passenger car allowed. Minimum wheelbase of 108-inches (104-inches for Ford and Chrysler), no convertibles, T-tops, sports cars, pony cars or special manufactured cars allowed without prior approval. Unitized body cars 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 1999 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. Minimum weight 2900 pounds. All other rules apply.

FRAME/ ROLL CAGE: Frame must be 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 1¾" .090 wall tubing or equivalent. No pipe fittings, galvanized pipe, or exhaust tubing allowed. Roll cage must be welded to the frame or the sandwich plates if unitized body. Rear main roll cage uprights must be reinforced with two bars welded to the rear frame kick-

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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 rear firewall, bar must mount to frame at or before the top of the axle kick-up. Rubber body mounts (OEM or similar required). Front hoop bars (two only) allowed from roll cage uprights through firewall to front stub and upper radiator protection bars. Front hoop may connect to front stub at a maximum of six points. Wedge (diagonal) bars allowed. Halo bar must be a minimum of 36" left to right and centered between the frame rails. All roll cage main uprights must be welded directly to top of frame rails. Existing non-compliant cars permitted with weight adjustment. Metric cars may modify forward firewall (moderately) for distributor clearance. Unit body frame rails may be boxed in and reinforced. An "X" brace under driver's compartment is permitted. Unit body cars allowed four bars from roll cage to rear sub-frame. Sub-frames must be connected with tubing.

GROUND CLEARANCE: Minimum 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.

SUSPENSION: Completely stock suspension components for vehicle used required, no modifications allowed, except rubber bushings may be replaced with non-metallic stock replacement parts. Stock ball joints (stock length and width) required. All spindles must remain in stock location. All mounting points for steering must remain in stock location. Full size spindles or Coleman hub allowed on metric cars. Lower control arms on metric cars may be lengthened 1". Upper control arm maybe reinforced, stock dimensions must be retained. Rear stabilizer bar must be removed. Any magnetic spring over 5" in diameter allowed. Rear springs must be over 11 inches tall in non-metric cars. Rear springs must be over 8 inches tall in metric cars. No progressive springs allowed. Stackable shims allowed on top or bottom of coil springs. Stock Steering components required. No spring separators or weight jacks allowed. No offset rear end bushings allowed. Stock replacement center links allowed. **Chain on rear end allowed must have minimum of 2 inches of travel.**

SHOCK RULE : One Stock mount sealed shock per wheel. Must fully extend and compress. Shocks must be non-rebuildable and non-adjustable, **Maximum MSRP \$130. No Special order shocks allowed.** Stock or SRP shocks required. Max camber is 3-inches measured at the wheel.

TREAD WIDTH: **Maximum legal tread width is 63 ¼ inches, Tread width up to 64 ¼ inches allowed with 50 lbs weight penalty. Absolute maximum tread width 64 ¼ inches.**

ENGINE: Engine must be stock for that make. All engines may be located so that center of the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline. No Chevrolet 400cid engine blocks allowed. Maximum displacement 362 (373 for MOPAR) cid, maximum compression 9.3 to one. No domed pistons. No aluminum intakes or heads. Hydraulic cam/lifters only. Hydraulic roller lifters allowed, see weight rule. Lifters must pass leak-down test. Maximum lift at valve: GM-.425-inch, Ford/Mopar-.465-inch. No matching, grinding, polishing of any type allowed. No aftermarket parts, no stud girdle, no dual point distributors. OEM type, mechanical fuel pump, in original location, required. One stock Holley 4412 (aluminum body allowed) or one 1-1/4" Rochester carb required. HP Metering Blocks not allowed. **AIR CLEANER: No cold air induction air boxes. Two piece 14 inch O.D. air cleaner cover required, maximum height 4" and must be open for the full 360 degrees. Back of hood must be within 1 inch of cowling.** Overflow tank located under hood required. The IO52 World Product stock replacement head with 171 cc intake runners are the only non OEM head allowed. Roller tip rocker arms allowed 1.52 max. A 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).

CRANK SHAFT: Stock appearing crankshaft required, minimum weight #48. Crankshaft must stock appearing counter-weights and may not be scalloped or gun drilled. Stock (un-altered) flanges required. Any suspect crank shaft can be removed and weighed.

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DRIVE TRAIN: Stock automatic transmissions with all forward and reverse gears operating required. Stock operating 12-inch minimum diameter torque converter required. Torque converter must have tap plug to check fluid levels. Tap plug must be checked for tightness regularly. Transmission overflow bottle required. No lightweight (Vega type) torque converters allowed. No Powerglide or Turbo Hydromatic 200 (metric) transmissions allowed. No rubber transmission lines allowed, except for 4" ahead and behind transmission cooler, lines must be in good condition at all times and checked regularly. Transmission cooler not allowed in driver compartment. 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 for all cars (full size and metric chassis) is 3400lb. Minimum 53% front axle, and minimum 45% right side on non GM metric chassis cars. Minimum right side weight for GM metric chassis cars is 44%. All weights must be properly anchored directly to (and not lower than) frame rail outside driver's compartment. Ballast must be painted white and lettered with car number. All weights include driver. Non-compliant roll cages must add 25# to right side frame rail in the driving compartment. Management reserves the right to adjust the weight requirements as needed to preserve competitive balance. Add 25# for hydraulic roller lifters used in 9.3 to 1 compression engines.

WHEELS & TIRES: American Racer AR-870 8-inch tires with maximum 4/32" tread depth and a minimum "63" durometer reading required. Hobby Stocks will use a tire bank in 2023. A tire registration and tire bank will be established. Teams will register 6 tires in their bank on the first race and add ¼ tire to their bank for each completed race night thereafter. See tire bank section of general rules for more information. Visiting cars may use Hoosier 850. Tires must be consistent, all 14" or 15" diameter. Steel wheel only, maximum width 8" measured at bead, maximum offset 2 inches. Aftermarket racing wheels required on right side. No wheel spacers allowed. No bleeders allowed. One-inch lug nuts required. Heavy-duty studs recommended. Management may claim any tire at any time for \$75. Minimum durometer reading is 60. Minimum UTQG rating 500.

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.

FUEL & FUEL CONTAINER: All stock tanks must be removed. Maximum 16-gallon fuel cell required. Gas tank must be placed as far forward in the trunk area as possible, centered right to left, minimum ground clearance of 10 inches and secured with solid metal straps, bolts and washers. No plumbers strap allowed. If trunk floor is removed, it is required to install two 2" square tube .125" wall cross members to the rear frame rails: one in front of and one behind the tank/cell. Mounting must use 1" square tubing, and not be lower than bottom of rear frame rails. Steel or steel braided fuel lines required. Fuel line must exit top of tank. No fuel lines in driver's compartment. Complete metal firewalls front and rear required. Bottom rear of fuel cell must be protected by properly reinforced ASA style protection bar. Fuel type: highway grade pump gas only.

BRAKES: Stock brake units only. Four-wheel brakes required at all times. Master cylinder and pedals must remain in stock location. No "made for racing" components allowed. No brake blower motors allowed. Wheel fans allowed. One OEM brake bias adjuster (proportioning valve) located in engine compartment allowed.

EXHAUST SYSTEM: Maximum diameter 2½" before collector and/ or muffler, 4½" maximum diameter behind muffler. Exhaust must exit left or rear (not right side), behind driver and ahead of rear end differential. Effective mufflers required. Collector or muffler must not be located forward of transmission. 100-decibel limit measured from 8th row of bleachers. No car expelling flame, smoke or backfiring allowed.

BODY & TRIM: Complete stock appearing steel bodies with glass or Lexan windshields (with braces) required. Full metal firewall and floorboards required. Body style and engine manufacturer must match. No front wheel drive bodies allowed. No bodies under 101" wheelbase (as offered from factory) allowed. No body styles newer than 2000 allowed. All alterations to body to match wheelbase, must be done so as to retain the approximate appearance of the car as

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produced by manufacturer. All body panels must be steel, minimum of 24 gage. Stock appearing steel roof with stock "A" and "C" pillars. Roof may be gutted. Stock steel top of quarter panels required. Plastic nose and rear bumper covers allowed provided they are stock appearing for that make & model car. Quarter and rear windows allowed must be clear and not obstruct visibility. Poorly constructed bodies must be corrected and returned to "stock appearing." Rear spoilers allowed, maximum spoiler height 3". Spoiler may not extend outside body and must be clear. Stock, unaltered body mounts required. All door panels and fenders must be securely fastened to chassis. Fenders may be trimmed moderately for clearance. Fenders may not be inclined or bent downward more than 3 inches from stock. 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. Bumpers must not extend past body more than 2". Bumper ends must connect to body. Tire cutting edges must be trimmed. Limited radiator and nose cone protection bars allowed. Modest use of bars on top of bumper and behind nose piece allowed. Vintage steel OEM bodies with minimum wheel base of 108" permitted.

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

GM METRIC CHASSIS EXCEPTIONS: IMCA approved stamped steel tubular upper A-arm 8 to 8-1/2 inches only allowed. One inch longer than stock ball joint allowed, both sides must be the same length. G body stock center link required.

CRATE MOTOR: GM 602 crate motor (P/N 88958602/ #19258602) for use in the Hobby Stock division. All crate motors must use the MSD Soft Touch Rev Control system mounted under the hood with the 6200 rpm chip. Stock unaltered 500 CFM Stock Holley 4412 2 bbl carburetor.

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

TEAR DOWN CLAIM: For a fee of \$750 any Hobby Stock driver may request to have the head, intake, exhaust, or carburetor removed for inspection. If found legal, \$500 is awarded to the one inspected with \$250 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won that night. . Officials can require valve covers, distributor, intake, carburetor, exhaust manifolds, and heads be removed and inspected for compliance. If components are found to be illegal they will be confiscated and destroyed. If found to be legal the owner will receive \$100 allowance for gaskets.