

2023 Jefferson Speedway Rules



2023 is Jefferson Speedway's 72st Year of Operation

PROMOTER: TERRY TUCKER: (920) 648-6407

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

2023 is Jefferson Speedway's 72nd year of operation

(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

2023 Jefferson Speedway Rules

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.

2023 Jefferson Speedway Rules

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 ½" 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.

2023 Jefferson Speedway Rules

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.**

2023 Jefferson Speedway Rules

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.

LATE MODEL DIVISION RULES

CAR ELIGIBILITY: **2008** and newer North American made cars with 102-inch wheelbase or greater. No convertibles.

WHEELBASE & TREAD WIDTH: Minimum wheelbase 104", one inch tolerance allowed. Maximum tread width 65", zero tolerance allowed, measured center to center of tires at spindle height (front and rear). All measurements made with the frame height set at 4".

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). There is no ground clearance rule. Any dragging, scraping, or sparking will result in a black flag.

ROLL CAGE: All roll cage tubing must be at least 1¾"-.090" wall or equivalent. At least four evenly spaced horizontal bars required in driver's door and three in right side door, driver side door plates required. X-configuration allowed on

2023 Jefferson Speedway Rules

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. Main roll hoop must be behind driver.

WEIGHT: Base weight before adjustments:

- LS 5.3L SPEC ENGINE (aluminum block) 2825#
- LS 5.3L SPEC ENGINE (cast iron block) 2800#
- Ford 2825#
- Chevy concept motor and update 604 crate motor 2800# (6700 Chip required)
- 604 crate motor (non-updated) 2725# 6700 Chip required
- 602 Chevy crate motor 2650# 6200 RPM Chip required
- Chrysler products over 362 cid add 25#.
- All non-crate and non LS engine must be equipped with a MSD 6ALN or Crane ignition box and rev-limited to 7400 rpm. All Ignition boxes subject to removal, inspection, and or certification by tech staff or manufacturer.
- Minimum weight--49% front axle and 42% right side these 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 lead or steel and be painted white with car number.
- Add 100# for lightweight (less than 42#) crankshaft.
- Add 50# for ratchet differential
- Add 25# for hydraulic roller lifters used in non crate or LS engines.
- Add 25# non chipped Ford or Chevy concept motor
- Add 25# for right side exhaust (may be used only 2 times during season).
- All crate motored cars using internal clutch transmissions and reverse mount starter add 50#. If using a conventional mount starter, add 25#.

ENGINE LOCATION:

- GM concept engines and crate motors must be located so that the center of the furthest forward spark plug is no more than 2-inches behind the front axle center-line.
- LS motors engines must be located so that the center of the furthest forward spark plug is no more than 3 ½-inches behind the front axle center-line.
- Ford and Chrysler allowed 4-inch engine set back (see weight rule). Minimum crankshaft height is 10". All engine location measurements will be made with the frame height set at 4".

ENGINE: Maximum of two valves per cylinder. Minimum valve stem diameter 5/16 inch. 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 heads with factory valve angles 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. On a trial basis, Dart Iron Eagle #10110010-10220010 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. Oil pan may not be lower than

2023 Jefferson Speedway Rules

bottom of cross member. Single stage, external oil pumps allowed on Ford engines. Hydraulic roller lifters allowed, see weight rule. Roller lifter subject to intake being removed. Racer is responsible for reassembly.

CRATE ENGINES: GM 604 Crate motor (P/N 88959604 or 19318604) allowed with Holly 650 carburetor (P/N 80541-1) GM specifications and inspection procedures will be followed, see supplemental technical advisories. Specific updates permitted: 1.6 rocker arms, small harmonic balancer, and carb spacer. Maximum compression 9.6: 1. MSD with rev-control required, mounted on right side of dash. Maximum **6700** rpm chip required. GM 602 Crate motor (P/N 88958602/ #19258602) at **6200** rpm chip permitted. See weight rule. Weight adjustments may be made to retain competitive balance.

LS 5.3L SPEC ENGINE: All aluminum block LS 5.3 engines must have #20 of weight added to each side of the block using the stock motor mount webbing. All LS 5.3 spec engines must be rev-limited to 7400 rpm and equipped with a **MSD 6ALN or Crane ignition box.** Weight adjustments may be made to retain competitive balance. Engine subject to same inspection procedures as other engines.

CRANKSHAFT: Production type steel crankshaft with normal configuration counter weights required. Crankshaft and required rod journal must be visible from inspection plug. See weight rule.

CARBURETOR: One Holley 4412 required, aluminum body allowed. No Holley Ultra XP carburetor allowed. 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. Booster's 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 three (3) holes per side MAX and must remain stock appearing for that carb. No aftermarket metering blocks allowed. Any attempt to pull outside air except straight down through the venture 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 5/8" 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.

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

EXHAUST: Tri-Y and merge collectors not allowed. No stingers, inserts, cones, scavenging or any other devices allowed in the header collector. Max MSRP \$650 on all headers. No one of a kind or homemade headers allowed. All cars must be under allowed 100-decibel limit measured from 8th row of bleachers. All exhaust must exit behind driver. An effective (Howe or Flowmaster) muffler required. Exhaust must exit before rear end and be pointed left or down. No car will be allowed to compete if over 103 decibels.

SUSPENSION: Conventionally mounted 5-inch springs or coil over type suspensions allowed. Steel or aluminum bodied, non-adjustable shocks only. 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. Springs must be magnetic steel, with a minimum 2.5" diameter, have a minimum of 8" height, all rungs must be the same diameter, and have MSRP under \$100. No coil over eliminators or sliders allowed.

SHOCKS: All shocks must have 2 inches of positive and negative travel. **Maximum MSRP is \$250 per shock.** KONI series 30 (adjustable, non-re-buildable), mandatory 7" on front and 9" on the rear (without bump stop) will be allowed with prior approval for testing purposes. Shock travel will checked at race height with driver in car.

2023 Jefferson Speedway Rules

SPINDLES & HUBS: Steel spindle required. Aluminum steering arm and aluminum ball joint mounts allowed. Passenger car, aftermarket, or wide five, non-oil filled hubs required. Max MSRP \$325. Five, 5/8" solid steel studs and 1" lug nuts required at all times.

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.

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.

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 required.

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. Internal clutch transmissions (Brinn, Falcon, Bert) with non-magnesium housing and using steel flex plate permitted for use with 604 and 602 crate engines. See weight rule. Performance grade stock or racing clutch with a minimum diameter 5½", two or three disk clutch allowed. 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 or aluminum drive-shaft required. No energy absorbing, or carbon fiber drive-shafts allowed. 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

BRAKES: Four-wheel brakes required at all times. Single, dual or four piston (steel or aluminum) calipers allowed. Maximum diameter 12¼" rotors, no drilling allowed (except stock replacement). No floating or self-centering rotors, ABS units or brake recirculator systems. Only one bias adjuster allowed. Max MSRP on any brake caliper \$200. No thermal lock pistons. Electric brake fans allowed.

REAR END: Stock or rear spur gear type quick-change units with steel tubes permitted. No mini type (8.5" or less) or front load quick change allowed. No open tube or cambered (1/2 degree tolerance) rear ends. Drain plugs must be safety wired. One-piece straight spline drive plates only. Magnetic steel axles required. No wrap up axels allowed. Left and right axel diameter dimensions must be the same.

FUEL & FUEL CONTAINER: Fuel cell complete with 11-gauge or heavier container, interior bladder, foam baffle and rollover valve, located behind rear end 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. Fuel type: gasoline only, must meet specific gravity of manufacturer.

BODY & APPEARANCE: Five Star Next Generation, Original ABC body, and AR Revolution series bodies allowed. Bodies must be mounted in accordance with standard manufacturers template and referee guidelines. Minimum roof height 47". Maximum deck height 34.5". All measurements made with the frame height set at 4" (on blocks). Minimum side window clearance 15". Maximum spoiler height 39", measured from ground. Maximum spoiler length 5". Maximum width 60". All spoilers must be clear. No wings or skirts allowed. No air scoops or holes in hood allowed. No part of the body including nose or rocker panels may be less than 3" off ground at any time. Painted filler panels 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. No under body air deflectors or panning allowed.

WHEELS & TIRES: Aftermarket made for racing, steel wheels required, 15"x 8" inch maximum, minimum weight 14#. No pressure relief or air bleeds allowed. **AR-870** is the only legal tire and will be sold at the track. For qualifying & feature events all tires must have no more than 5/32" of tread and show wear (approx. 20 laps on right side tires). A

2023 Jefferson Speedway Rules

tire registration and tire bank will be established. Teams will register 6 tires in their bank at first race night and add one tire to bank for each race night they complete thereafter.

ILLEGAL EQUIPMENT: Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; aluminum blocks (LS excepted); 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, mini (8.5 or less) or front load quick change rear ends, torque sensing differentials, vacuum crankcase systems. All illegal parts subject to confiscation and fine.

RADIOS: All radio frequencies must be registered with the officials, failure to do so may result in disqualification.

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).

TEAR DOWN CLAIM: For a fee of \$1000 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, \$800 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 valve covers, distributor, intake, carburetor, and heads be removed and inspected for compliance. If components are found to be illegal they will be confiscated and destroyed.

602 - 604 CRATE MOTOR LATE MODEL PROGRAM: 2023 will be a year of research and development for a late model cars using the non-updated Chevrolet 602 and 604 crate motors. These crate motor cars will be allowed to use the internal clutch transmission (Brinn, Falcon, Bert style transmission) see transmission and weight rules. All other rules apply. 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.

LSW PROGRAM: 2023 will be a year of further research and development on the cast iron block, coil pack LS engine. Contact Cliff Rucks or Terry Tucker for more information.

W8135 US-18, Cambridge, WI 53523

Located halfway between Jefferson and Cambridge on Hwy 18