2024 LATE MODEL DIVISION RULES

Jennerstown Speedway
(Intersections of Rt. 30 & Rt. 985)
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New for 2024

GM 604 engine part numbers 88958604,88958604,19370604,19433604 Ford M-6007-D347-SR. along with Ford McGunengill 425LM and GM 604 with CRA updates engines sealed by a recognized seal program are eligible to compete for three races throughout the 2024 season.

All above engines must compete with a ½ inch thick adjustable carburetor spacer manufactured by Allstar performance part number ALL26180 equipped with four 1.250 plate inserts part number

ALL26186. No other carb spacer permitted mounting gasket max thickness 0.070

RPM maximum GM 604 6700 RPM Ford 347SR 6400 RPM Ford McGunengill 425LM 6300 RPM.

Weight for all above engine options is 2800 pounds left side percentage is 57 %

Competitors are not points eligible. All other Jennerstown Speedway rules must be met and will be strictly enforced

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DISCLAIMER

a. 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 events, and, by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from the publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and in no way a guarantee against injury or death to a participant, spectator, or official.
b. The speedway officials shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alterations of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.
c. On occasion when situations arise that are not covered by written rules, special rulings may be put into effect by the Series of Track Officials. Once such rulings are acted upon, they may be added to the existing rules and/or procedures.

1) TECHNICAL RULES & REGULATIONS

a. It is ultimately the obligation of each participant to ensure that their conduct and equipment complies with all of the applicable rules, as they may be amended from time to time; any amendments supersede any previous rules regarding any technical and/or aspect. An amendment is effective upon the date of the publication of the amendment regardless of when a competitor receives the actual notice.

b. Any new components, including engine components, suspension components, body designs, frame designs and/or components of any type utilized in competition must be approved by Jennerstown Speedway Officials prior to being introduced into competition.

2) GENERAL CAR INSPECTION

a. All cars may be subject to technical inspection at any time. Any driver that fails to cooperate and/or allow an inspection of his car at any time will be subject to disqualification, a 45-day suspension, and $750 fine.

3) ENGINE

2024 RUSH RACING SERIES *GM 604 CRATE ENGINE* TECHNICAL RULES & REGULATIONS

https://www.rushracingseries.com/Jennerstown%20RUSH%20604%20Rules%202023.pdf

GM 604 engine part numbers 88958604,88958604,19370604,19433604 Ford M-6007-D347-SR.

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Weight for all above engine options is 2800 pounds left side percentage is 57 %

Competitors are not points eligible. All other Jennerstown Speedway rules must be met and will be strictly enforced

a. FORD OPTION PART NUMBER M-6007-D347-SR

1. Ford crate engine will be subject to all Jennerstown Speedway tech procedures, and administered by speedway officials.

2. The Ford M-6007-D347-SR engine must meet all guidelines set forth in the Ford Racing 347 Series Sealed Racing Engine Sanctioning Body Specifications Handbook, Issue Date January 25th, 2021, Revision #13.

3. Fines and/or penalties relating to Ford M-6007-D347-SR. crate engine rule infractions will be levied by Speedway officials, and will be identical to those levied by RUSH on GM crate engine infractions.

5) VERIFICATION PROCESS REQUIRED FOR FORD M-6007-D347SR.

a) "New" Ford "original" sealed crate engines that will be utilized by competitors that competed at Jennerstown on or before 2020 must have six approved secondary verification seals installed by an Authorized Rebuilder before being permitted to compete in 2024.

b) The approved secondary seals will be placed as follows:
1. Seal #1 – cylinder head left side two bolts above oil filter
2. Seal #2 – cylinder head right side front two head bolts
3. Seal #3 - right side timing cover two bolts at timing indicator
4. Seal #4 - left rear intake bolt to left rear head bolt
5. Seal #5 - right side of oil pan front two bolts
6. Seal #6 – right side center two intake bolts

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c) Upon completion of the above processes engine teching will be implemented under normal technical procedures; as will competitor's crate engine that was "not" listed on Jennerstown Speedway's 2016-2022 Late Model divisional roster.

d) Ford crate engine (Ford M-6007-D347-SR) competitors will be required to complete the same verification process as RUSH GM crate engine competitors with the exception that the Ford crate engines may only be verified Ingram Racing Engines, Jennerstown Engine Technologies and Nova Motorsports . These engines will be sealed with an Ingram Engines, and/or Jennerstown Engine Technologies and/or Nova Motorsports secondary seal.

e) Ford M-6007-D347-SR crate engine will be subject to all track tech procedures. Fines and/or penalties relating to Ford M-6007-S347SR crate engine rule infractions will be levied by Speedway

officials, and will be identical to those levied by Jennerstown Speedway GM crate engine infractions.

6) ENGINE SETBACK:

Engine setback will be 4" from the center of top ball joint to the #1 spark plug. Engine offset no more 1" from centerline of frame.

7) ENGINE SELECTION/PROTEST:

a. The protest fee for a complete teardown of an engine that finishes the A main in the top five is $2,000, and must be made by a driver/owner that finishes in the top five. $300 of protest fee will go to Series or Track and the remaining $1,700 will go to the winner of the protest.

b. The protest fee for a partial teardown of an engine that finishes the A main in the top five is $1,500, and must be made by a driver/owner that finishes in the top five. $300 of protest fee will go to Series or Track and the remaining $1,200 will go to the winner of the protest. A partial teardown will include the following: cam profiled along with the timing components, lifters, and cylinder heads verified.

c. Protest and fee in cash must be made to a Jennerstown Speedway Complex Pit Stewart within 15 minutes of the checkered flag of the feature. Protest cannot be withdrawn once it has been declared.

d. At any time an engine is protested and driver/car owner accepts protests and agrees to tear down, the engine being protested must be removed immediately and impounded by Jennerstown Speedway Complex. Protested engine will be sealed by Track Personnel to insure that it has not been tampered with, and to verify engine's identity. Any refusal to permit engine confiscation will result in disqualification for the night's event (loss of points and money), loss of all track points to date in the division the infraction occurred in, suspension from all Jennerstown Speedway events for 365 days, fined $1,000, and an indefinite probation; penalties apply to both driver and car owner.

e. Inspection location will be identified by Jennerstown Speedway Officials. There will be no dispute over Official’s choice of location.

f. Driver and/or car owner and one other representative of the team will be allowed in the tech area during the engine teardown. Only one representative from the team protesting the engine will be allowed in the tech area during the engine teardown. Additional attendees must be approved by Jennerstown Speedway Competition Director. Protestor and protested driver and/or car owner along with the confiscated sealed engine and/or parts must be present at predetermined location. All parties must remain present during the entire teching procedure.

g. Note: All removed original Ford Bolts and/or other seals must be returned immediately to Jennerstown Speedway officials.

h. Engine infractions "within the bolts" will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all Jennerstown Speedway events for 365 days, fined $1,000, and an indefinite probation; penalties apply to both driver and car owner.

i. In the event that the series confiscates engine, for inspection, and said engine is found to be legal, and comply with the all the rules, the "Jennerstown Speedway" will provide a full Ford gasket set, and the seals to reassemble engine at no charge to the authorized rebuilder and engine owner. If engine is protested by another racer for inspection, the engine owner is responsible for all expenses required for reassembly.

8) CARBURETOR:

a. Carburetors permitted: (Must be gauge legal).
- Holley 650 HP #4150-80541
- Holley 650 HP #4150-80541-1
- Holley 650 HP #4150-80541-2
- Holley 650 HP #4150-80541-3

b. Carburetors must have 1 11/16" base plate maximum; Carburetor venturi size 1.248-1.252.
c. All carburetors in competition must retain conventional style floats along with needles and seats. Maximum allowed fuel pressure is 12 psi.
d. Engine must be naturally aspirated.
e. GM Engines may use one carburetor spacer (1" - one piece with 0.040" tolerance maximum) and two standard paper gaskets (maximum 0.070" thick), one gasket between intake to spacer and one gasket between spacer to carburetor. Carburetor spacer may not protrude down into intake manifold.
f. Ford M-6007-D347-SR Engine will be mandated to utilize a Jennerstown Speedway-approved tapered restrictor plate only, part # Jtown1.550 ; no carburetor spacer permitted. Absolutely no modifications permitted.
g. Physical alteration of carburetor components and/or parts and/or any alterations, machining and/or reshaping will not be permitted. The use of epoxy and/or coatings of any kind will not be permitted

9) DISTRIBUTOR/IGNITION:

a. Any electronic distributor-type ignition system. NO crank trigger, distributor less multi-coil, or magneto ignition system. No programmable ignition box. Only one ignition box permitted. Dual pickup distributor permitted; only one pickup in distributor can be utilized.
b. Competitor may be asked for electronic ignition at any time to be sent for testing and inspection. Failure to relinquish electronic ignition will result in disqualification (loss of points and monies) and "refusal of tech" penalties.

c. *The Ford M-6007-D347-SR crate engine cars*
Option #1
Only one (1) unaltered approved MSD RPM (rev) limiting box, part number 6427CT and "MUST" be set at 6,500. All Wiring must remain as specified by the ignition amplifier box manufacture.
Option #2
Fast Cams Ignition part # 6000-6700 (HI-6RC) and a coil part # 730-0192 (PS92N) Maximum 6,500 rpms. Only wiring harness part # 6000-6727 may be used.
Option #3 JMS – Daytona Sensors Ignition Systems – Part # 6000-6701K - Maximum 6,500 rpms.

d. The box must remain operable and working condition, prior to, during and after all racing events.
e. The ignition amplifier box ("rev box") and coil must be mounted in clear view without removing the hood; out of the driver's reach for ease of inspection. The black wire must be grounded to the motor.
f. All wiring must be sealed with no unplugged wiring. All wires to the distributor must be ran separate and not part of a bigger loom or wiring harness.

g. PENALTIES:
If rev limiter box is found to be not set at specified RPM, driver and car will be disqualified for the night's events and both driver and car owner will be suspended for the next completed Jennerstown Speedway event.

10) BATTERY/STARTER:

a. Maximum one 16-volt battery.
b. Battery not permitted to be located in the driver's compartment/cockpit. Battery must be securely fastened with positive fasteners and brackets.
c. The battery terminals must be insulated and enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
d. All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.
e. All cars must have a starter in working order.
f. A clearly marked main electrical cut off switch mounted in the driver's compartment must be clearly marked and easily accessible to driver and safety crews

11) WATER PUMP:
a. Cast or aluminum permitted.
b. No electric water pump. Electric fans permitted.

12) EXHAUST:
Exhaust must exit right side of car.

13) FUEL CELL/FUEL PUMP:

a. All cars must have a 32-gallon maximum fuel cell consisting of a rubberized bladder with a fill plate that meets or exceeds FT3 or SFI 28.3 specifications housed in a minimum 22 gauge steel container. The entire container must be visible for ease of inspection.
b. The fuel cell must be mounted with a minimum of two (2) .125" inch thick, minimum 2" width steel straps. Straps must fully encircle the fuel cell. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of 7/16"-inch ASTM Grade 8 bolts must be used to mount the fuel cell to the frame.
c. The fuel cell must be mounted behind the rear axle assembly between the rear tires and be a minimum of 8 inches above the ground.
d. A 1/8" minimum steel or aluminum plate must be mounted between the fuel cell and the rear axle assembly.
e. At the rear of the fuel cell a protector bar must extend straight downward from the rear frame member to the bottom of the fuel cell.
f. The fuel pick up must be positioned on the top of the fuel cell and be constructed of steel. The fuel pick up must have a check valve. Pickups on vertical sides prohibited.
g. For the purpose of inspection, the drive and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.
h. Mechanical fuel pumps only; must be in stock location. Fuel must be delivered through fuel system from the fuel cell to the mechanical fuel pump. Regulators permitted. Return line, and/or any other type of volume and/or pressure altering devices will be permitted.
i. A fuel check valve is highly recommended and will be mandatory in the future. Link below. https://www.obergfilters.com/product/fuel-safety-check-valve/

14) FUEL:

a. Only Sunoco Racing Fuel - Standard (commonly referred to as 110 and/or purple) will be the specified fuels permitted for competition Jennerstown Speedway events. No E85 fuel.Additives and/or blending of any type including; methanol, alcohol, nitrous oxide, propylene oxide, nitro methane or other performance enhancing chemical additives will not be permitted. Fuel may be tested from time-to-time and/or submitted for verification by designated Track Officials to Sunoco Race Fuels. It is the racer's responsibility to know what he or she is putting in the fuel cell.

b. Jennerstown Speedway reserves the right to check fuel anytime. Three samples will be taken by Track Official. Each sample will be identified as sample #1, sample #2, and sample #3. Sample #1 will be retained by the Track Official and sent to lab; sample #2 will be given to selected fuel's driver/owner; and sample #3 will be retained by Jennerstown Speedway to be utilized as a tie-breaker in the event any issues may occur with samples #1 & #2. In the event driver/owner chooses to send sample #2 to be analyzed, Jennerstown Speedway must approve selected lab. Fuel samples not conforming to Jennerstown Speedway fuel rule will be deemed illegal.

c. **PENALTIES FOR FUEL VIOLATIONS:**
Disqualification from event (loss of points and money) in addition to the following penalties:

- First Offense: $500 fine & 30-day suspension from Jennerstown Speedway event plus all related lab testing costs.
- Second Offense: $1,000 fine & 90-day suspension from Jennerstown Speedway event plus all related lab testing costs.
- Third Offense: $2,000 fine & 365-day suspension from Jennerstown Speedway event plus all related lab testing costs.

ALL DECISIONS ARE FINAL.

15) ELIGIBLE CARS AND BODIES

The Five Star Stock Car Bodies Gen 6 and The AR Bodies Evolution body will be legal in 2024

a. All competing cars will conform to the current ABC Body Rules and guidelines unless otherwise specified herein. Refer to ABC Rulebook and guidelines for details. The Rulebook can be viewed at the following link: http://arbodies.com/newsite/wp-content/uploads/2015/09/ABCrulebook-web.pdf
b. Also, no panels will be allowed to extend above the top edge of the doors. No under car panning outside of frame rails and no further than driver's box front or rear. Any holes in body not being used must be covered and remain so during the race event. Air deflectors of any type will not be permitted.
c. Rub rails are not permitted.
d. If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door. Maximum inch gap around exhaust pipe. Exhaust pipe must not protrude through the door.
e. At all times the ABC-A measurement must maintain a minimum length of 11.5 inches. Also, 20 inches is the minimum length allowed for the nose, measured from the bottom leading edge at the center up to the hood seam.
f. The air box between the nose and the radiator may have no pieces wider than the radiator. No types of under-body air deflectors are allowed. Air may not be blown or forced onto the tire or bead, air may only be directed to the brake rotors.
g. Maximum tread width, front or rear, is 76 inches, measured from bead flange to bead flange of wheel, or 66 inches as measured by the referee. Track width will be measured at hub height.
h. Five Star Gen 6 body may be equipped with a 64.5" by 6.5" rear spoiler

16) FRAME & ROLL CAGE

a. All frame and cage assemblies must be constructed of metallic steel. The main frame assembly extends from in front of the front suspension through and to behind the rear suspension assembly and

must be constructed of minimum 1-inch OD rectangular steel tubing. The main cage assembly must be constructed of minimum 1 3/4 OD by min .090 wall steel tubing. All frame and cage assemblies must be professionally welded together as to provide a safe race car design.

b. Driver's side door bar basket must be covered with a minimum .065 thick steel plate no less than 12-inches high and running horizontally from the front down post to the rear post. Plate must run from the top door bar downward and be fastened with a minimum of six inch bolts or be stitch welded to the basket.
c. Any of the bars that are utilized for the top portion of the roll cage, included, but not limited to the front and rear hoops, the top hoop, and the uprights, must extend a minimum of 1"-inch above the driver's helmet.

17) WHEELBASE

Minimum of 101" to a maximum of 105"

18) DRIVER SIDE INTRUSION PLATES

a. A minimum 1/8" (.125") thick magnetic steel intrusion plate on the driver's side door bars is REQUIRED

b. Approved installation:

1) Welded plates- Individual plates between door bars are permitted but must be weld around the perimeter of each opening. Minimum area covered is 16 inches by 26 inches.
2) A minimum of 16" x 26" plate bolted to fabricated 1/8" (.125") magnetic steel tabs, welded securely to the chassis, using a minimum of eight (8) x 3/8" Allen button head bolts. A minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across top of the intrusion plate, a minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across the bottom of the plate, and one (1) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolt in each in the middle front and middle rear of intrusion plate.
3) A minimum of 16" x 26" plate bolted to a minimum of six (6) approved-design door bar clamps using the included 12 x 1/2" Allen button head bolts per the manufacturer's specification. A minimum of three (3) approved-design door bar clamps and the included six (6) x 1/2" Allen button head bolts required across top of the intrusion plate and three (3) approved-design door bar clamps and included six (6) x 1/2" Allen button head bolts required across bottom of intrusion plate. Vendor and part number must be clearly labeled on part.

c. Current approved-design door bar clamps – in order of submission:
    1) Bicknell Racing Products – Part Number: BRP 9547
    2) Wehr's Machine & Racing Products – Part Number: WM397
    3) Allstar Performance – Part Number: ALL4198
    4) (No other manufacturer has submitted a design for approval at this time)

19) WEIGHT:

a. GM crate engine #19318604 or 88958604: 2700 lbs. with driver
b. Ford crate engine (Ford M-6007-D347-SR): 2700 lbs. with driver
c. Maximum left side weight is 58%.
d. Cars will be weighed with driver and all safety equipment prior to qualifying or feature race event. Cars may be weighed before heat races. The track scales will be considered the official scales for the event.
e. All ballast weight must be in the form of lead only, 10# blocks, painted white with car number displayed. Weights up to 50 lbs. must be positively fastened by two 2 1/2-inch, minimum grade 5 bolts with a minimum of two (2) weight clamps. Threaded rods will not be permitted. No ballast weight permitted in driver's compartment. No weights may be attached to the rear bumper.
f. Penalty for losing weight on race track is disqualification from the event they are competing in.
g. No driver-operated weight adjustment devices.

20) STANDARD LATE MODEL SUSPENSION:

b. Standard Late Model suspensions only. Torque absorbers permitted for 4-bar rods. No torsion bar front or rear suspension. Sway bar ok.
c. Standard Late Model suspension equals one (1) shock per wheel. Shocks must be mounted vertical to axle tube, not horizontal.
d. No fifth coil or lift bar type suspensions will be permitted. No birdcage of any kind (3 or 4 link). Rear trailing arms must mount to a non-moveable rear axle bracket with a heim-end. Rear axle housing bracket must be fastened solid to the axle housing in such a fashion as to not allow it to move in any manner.

e. SPRINGS

1) ONLY coil springs or leaf springs will be permitted. No pneumatic springs, hydraulic springs, "air" springs, or "air" shocks permitted. A shock that produces in excess of 175 lbs of rod force when compressed to center to center of the shock mounts measurement at the car's static ride height is considered a "spring" and is illegal.
2) Coil springs must be manufactured from magnetic steel. Leaf springs must be manufactured from either magnetic steel or approved composite material.
3) Stacked springs will not be permitted. Only one spring per shock; no dual, concentric, or stacked springs on any shock. Traditional take up springs will be permitted providing they carry no functioning rate (must be able to compress by hand)
4) Solid material bump stops permitted; rubber, urethane, and plastic. *Coil spring or valve spring-type bump springs permitted.* No pneumatic or hydraulic bump stops permitted.
5) Bump Sticks are permitted but must have zero resistance.
6) Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.

7) Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.
8) Other than spring damping by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted; "air dump" devices are not permitted.

f. SHOCKS

1) Shocks, at any position on the race car including lift bar or torque arm shocks, must be constructed of magnetic steel or aluminum. "Thru rod" style shocks are NOT permitted. Remote reservoirs are permitted. Each shock may have a maximum of two external adjustment mechanisms. External reservoir may only have one external adjustment. Adjuster mechanisms may not be hidden by the rod end. All adjusters must be located on the shock body, on the shock rod, or on the remote reservoir; cockpit adjustment are NOT permitted.
2) Shocks must be only mechanical in nature and no part of the shock or the suspension may use electricity or any type of computerization.
3) NO remote adjustment of shocks is permitted, including electronic adjustment whether hard wired or wireless. Shock/Damper devices that are or can be referred to or defined as an "inerter" or referred to or defined as a "jdamper" are not permitted anywhere on the car.
4) Shock absorbers may not contain any "internal" spring that functions as a load bearing suspension spring, "internal" coil bump spring above or below the working piston, nor "internal" bump stop of any kind.
5) No pneumatic springs, "air" springs, or "air" shocks permitted.
6) Shock covers permitted, but must be removed for all technical inspections.

g. PENALTIES FOR ITEMS LISTED UNDER STANDARD LATE MODEL SUSPENSION, SPRING & SHOCK VIOLATIONS

Disqualification from event (loss of points and money) in addition to the following penalties:

1) First Offense: $500 fine & 30-day suspension from any event plus any testing costs
2) Second Offense: $1,000 fine & 90-day suspension from any event plus any testing costs
3) Third Offense: $2,000 fine & 365-day suspension from any event plus any testing costs

21) WHEELS

a. Steel wheels with a maximum bead width of 10" ONLY.
b. Bleeder valves of any kind will not be permitted.

22) TIRES

a. McCreary Speed: 27.0 JMRW4 (rights) & 26.5 JMRWJ (lefts)

b. ABSOLUTLEY NO TIRE TREATMENT , SOFTENER OR ANY OTHER CHEMICAL ALTERING OF TIRES. THIS WILL BE STRICTLY MONITORED.

1. **TRANSMISSION/DRIVELINE AND DRIVELINE COMPONENTS**

a. Direct drives systems of any-type will not be permitted.
b. The transmission must be bolted to the engine it must have forward and working reverse gear(s) and must be able to shift to forward or reverse with engine running.
c. All cars must be equipped with a working self-starter.

23) DRIVESHAFT

b. The driveshaft must be a minimum of 2”-inches in diameter. All drive shafts must be painted white.
c. Only one (1) drive shaft connected from the transmission to the center section of the rear end will be permitted.
d. A minimum of one (1) driveshaft hoop / sling must be fastened securely to the frame. It is recommended that two (2) driveshaft hoops / slings be used.

24) STEERING COMPONENTS

a. Only one (1) power steering pump allowed.
b. It is required that all cars have a collapsible steering shaft.
c. All cars must be equipped with a quick-release-type steering wheel that is a full circle.
d. Electronic steering or electronic steering components will not be permitted.

25) BRAKES

a. The car must be equipped with fully functioning four-wheel hydraulic disc brakes.
b. Steel brake rotors only; no carbon fiber, titanium, or other exotic material brake systems.
c. Brake fluid circulators permitted. Liquid or gas cooling is prohibited.
d. In-cockpit driver adjustments "permitted" for brake bias control.

27) EXOTIC MATERIALS

a. All exotic materials are illegal, which includes titanium, tungsten and/or carbon fiber excluding driveshaft.

EXCEPTION:

b. As noted above, carbon fiber driveshaft’s are legal for safety purposes along with magnesium rear end center section, bells, rear cover and hubs.
c. No other magnesium parts will be permitted.

28) TRACTION CONTROL/TRANSMISSION DEVICES

a. All Traction Control Devices are strictly prohibited during any form or portion of a race or practice/test session.
b. All traction control devices, whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin, are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.
c. At NO time will there be any type of ping control devices, remote devices that modify RPM and/or timing, automated throttle controls, timing controls, or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitor's race car. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any race car. Remote control components utilized to affect and/or control wheel spin, timing or fuel will not be permitted.
d. Adjustable restrictor plates will not be permitted.
e. Devices transmitting data will not be permitted.
f. Data acquisition systems will not be permitted.
g. A competitor found with any of the devices mentioned under Traction Control/Transmission Devices, #1-6, will be disqualified from the event (loss of points and monies), forfeit the device permanently and the following:

PENALTIES FORTRACTION CONTROL/TRANSMISSION DEVICES

NO Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated
until a $15,000 fine is paid. Additionally, the driver and owner will receive a lifetime ban from all events.

h. A competitor refusing to relinquish any of the above mentioned will result in disqualification from the event (loss of points and monies) and "refusal of tech" penalties.
i. GPS and/or any other type of electronic tracking and/or locating device will not be permitted for any reason. If found, driver and car will be disqualified for the night (loss of points and monies), and will forfeit device permanently.
j. GoPro and/or similar camera devices are permitted providing they do not interface with the car, electronic or otherwise, and do not transmit any signals. Cameras not meeting specifications, will result in driver and car being disqualified for the night (loss of points and monies), and will forfeit device permanently.

29) TWO-WAY RADIOS & MIRRORS: Permitted

Transponder mandatory, are to be mounted as close to the center of the rear axle but not before on the drivers side.

30) PERSONAL SAFETY EQUIPMENT

a. GENERAL

1. Each competitor is solely responsible of for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.
2. Rules regarding safety equipment are the minimum and you will not be permitted to compete if your safety equipment does not meet the Jennerstown Speedway rules.
3. Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer). Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation the fasteners should be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage.
4. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.
5. Rolled and/or deburred and/or flanged edges or anywhere seat belt webbing passes through and may come in contact with abrasive edges are recommended.

b. PROTECTIVE CLOTHING

1. All drivers will be required to wear a fire resistant driving uniform meeting minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
2. All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, shoes, and socks. All drivers are required to wear fire resistant gloves. Shoes and gloves will be required to meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

c. SEATS

1. Aluminum and/or carbon fiber-type composite seats only will be permitted. If a carbon fiber-type composite seat is used it must meet the SFI 39.2 ratings. Aluminum seats with an FIA and/or SFI 39.2 rating are recommended. All seats must be mounted to the frame as required by the seat and chassis manufacturer. Full containment seat(s) and/or aftermarket bolt on head restraints are recommended.
2. All areas surrounding the head should have padding.

3. A right side head restraint net and/or support is recommended. All head restraint nets should be equipped with quick release mechanisms.
4. Seats must be “Full Containment” style constructed of aluminum to the general design specifications of current industry standards, (SFI 39.2 highly recommended). Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam. Consult with your seat manufacturer for questions and recommendations regarding your seat safety system.
5. Seats manufactured using carbon fiber or composite materials must meet SFI 39.2 specifications. Up-fitting an existing seat with bolt-on kits will be permitted with a seat manufacturer-produced kit and an acceptable base seat approved by the seat manufacturer. Consult with your seat manufacturer for recommendations regarding your current seat. If Left Head Surround does not exceed 7 inches from the back of the headrest, a left side seat net meeting SFI specifications is required.

d. HELMETS

1. All drivers must wear a full-face helmet with a minimum safety rating of SA 2015 also accepted are EA 2016 , SA 2020 certification.
2. It is recommended that helmets should be fitted with the Eject ™ helmet removal system.
3. Head and Neck restraints SFI 38.1 specification are required. The head and neck restraint system must be mounted and connected to the helmet per the helmet manufacturer and head and neck manufacturer instructions.

e. FIRE SUPPRESSION SYSTEM & EXTINGUISHER

1. All cars are "required" to have at a fully functional fire suppression system; NO TOLERANCE; at a minimum a working fire extinguisher mounted in the drivers compartment within easy reach of the driver. It is highly recommended that cars be equipped with either a 2-lb ABC fire extinguisher of a 5-lb. Halon system.
2. It is highly recommended that all teams have a fire extinguisher in the rear of their transporter with the car number clearly visible on the extinguisher. It is highly recommended the fire extinguisher be a minimum of 20lbs. and is recommended to be FFF type chemical and/or Dupont FE-36 and/or equivalent.

f. OTHER SAFETY REQUIREMENTS

1. Sharp and/or protruding edges in and around the cockpit will not be permitted.
2. Full lexan windshields are required.
3. Driver’s side window nets with a latch-style release in the upper left corner are required. The bottom of the net must fasten to the chassis structure and must fit as tight as possible.27.1 sfi rating.
4. All cage and chassis structure within the driver's compartment "must" be adequately padded with SFI approved roll bar padding. Knee & steering pads highly recommended.

31) RULE BOOK DISCLAIMER

a. 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 events, and, by participating in these events, all participants are deemed to have complied with these rules.
b. No expressed or implied warranty of safety shall result from the 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 a participant, spectator, or official.
c. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements.
d. No expressed or implied warranty of safety shall result from such alterations of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. On occasion when situations arise that are not covered by written rules, the track officials may put special rulings into effect. Once such rulings are acted upon, they may become an act of policy and will be added to the existing rules of procedures.