



2024 CHARGER DIVISION RULES

Jennerstown Speedway Complex
(Intersections of Rt. 30 & Rt. 985)
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2024 changes

8 inch wide wheels permitted

1) 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 race director 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.

2) 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.

3) 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.

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- b. Rear car covers are permitted, but must be removed prior to leaving pit stalls. No covers of any kind under the car or covering wheel openings. Each team will receive one (1) verbal warning for the season. A second infraction will result in a loss of warm-ups, a loss of a qualifying lap, or placement to the tail of your next scheduled event, depending upon when said second infraction occurs.

4) COMPETING MODELS

- a. The class is open to any American made car from 1970 through 1992.
- b. No Jeeps, station wagons, sports cars, muscle cars or police cars.

5) TRACK COMMUNICATION

- a. RACEceivers mandatory.
- b. My laps transponders mandatory for 2023
- c. Transponders mandatory, are to be mounted as close to center of rear axle but not before on the drivers side.

6) BODY AND FRAME SPECIFICATIONS

Note: All chassis & Body measurements will be taken with driver in car.

- a. The class is open to any American made car from 1970 through 1992
- b. Engine in stock location or most forward spark plug, no further back than the centerline of the upper ball joints.
- c. Doors can be gutted and must be welded shut
- d. Cars must have full interior floors
- e. Cars must have all holes filled in the firewall.
- f. Front inner fenders may be removed.

7) INTERIOR

- a. All cars must be equipped with a safe racing seat, high back type recommended.
- b. Seat must be securely fastened (bolted or welded) to the roll cage and/or frame in six spots, with a minimum of six 3/8 bolts.
- c. Four (4) on the bottom and two (2) on the seat back. "NO FLOORBOARD INSTALLATIONS."
- d. The seat must be positioned completely to the left of the centerline of the car (no center steering) on the driver's side.
- e. A functional padded headrest must be in line with center of driver's head if not built into seat. f. NO FIBERGLASS SEATS.

8) SWITCHES

- a. All cars must have an ignition switch, which is easily accessible within the driver's compartment. The ignition switch should be labeled ON/OFF with bright colored paint for safety crew to recognize

9) HOOD & TRUNK

- a. Hoods and deck lids may be gutted and must be stock appearing.

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- b. No trunk floor is required.
 - c. Both the hood and trunk must be able to be opened easily.
 - d. Latches must be removed and hood pins installed.

10) BUMPERS

- a. OEM factory front and rear bumper systems cannot be reinforced in any way and must have full metal panels.
- b. Aftermarket plastic replacement bumper covers permitted with metal tubing reinforcement behind.
- c. No bumper, or nerf bars permitted outside the bumper covers.

11) SHOCKS

- a. Must be OEM or aftermarket OEM type.
- b. No extra shocks or air shocks
- c. Must be in the stock location.

12) BRAKES

- a. Factory production brake systems only and must be maintained in good working order.
- b. Racing type dual master cylinder and brake balance bar assemblies are permitted.
- c. Rotors must maintain a minimum of 1-inch thickness and cannot be drilled. d. Cast iron calipers only.

13) WINDSHIELDS

- a. Cars must have a full Lexan windshield.
- b. Cars must have three bars mounted vertically in the center of the windshield to protect the driver from a tire entering the front window opening.

14) ROLL BARS

- a. Must be 4-point design with minimum of 4 bars per door.
- b. Door bars must arch outward to door skin.
- c. Racing seat and belts must be attached to cage (high and low) with 2 bars from top of cage to rear of frame.
- d. The 4 down posts of the main cage must be welded to the frame rails.
- e. Must be gussets and seamless 1-3/4" diameter OD .095 thickness.
- f. Driver's area must be padded and have a headrest using SFI 45 approved padding.
- g. Roll cage must extend above the driver's head.
- h. Driver side door must have 1/8" steel plate from top door bar down to frame.
- i. It must be made out of a maximum 1-3/4" diameter OD .095 thickness.
- j. A bar running across the front to connect the two is permitted, but must be behind the radiator and be of a maximum 1-3/4" OD .095 thickness.
- k. A drawing available from the Speedway depicts what it should look like.

15) SUSPENSION

- a. Must be stock. Wheelbase 108" minimum with 1" Tolerance
- b. Maximum track width is 75"
- c. Note: Track width will be measured at hub height.
- d. Rear End must be in stock location with stock measurements.
- e. No slotting, grinding, or adjusting of rear end mounts and brackets.
- f. Springs cannot be chained or clamped down.
- g. No lowering or lifting blocks.
- h. No adjusting parts such as weight jack bolts or screws.
- i. A stock sway bar must be used, but it may be made Adjustable Maximum 1 ¼ bar.
- j. Ground clearance of frame must be minimum of 6 inches
- k. Ground Clearance of body must be 4 inches.
- l. Aftermarket Tubular upper controls arms may be used. Stock mounting locations required. m. Ball Joints must be OEM equivalent.
- n. NO BUMP STOPS PERMITTED
- o. Steering components must be oem or oem equivalent.
- p. Monoball bushings not permitted in rear trailing arms.
- q. Oem or oem equivalent spindles only.
- r. Ground clearance measurement with driver in car fuel cell full and all tires inflated to 30 psi.

16) PAINT & NUMBERS

- a. Car numbers must appear on both doors and roof of car.
- b. Each number must be a minimum of 24" high.
- c. Roof number must read from scorers stand.
- d. Minimum 4" number must appear on upper right hand corner of windshield and in right rear tail light area. No Duct Tape.
- e. All numbering jobs must meet with scorer's approval.
- f. Single or double digit numbers only. No letters or triple digits permitted.
- g. Contrasting solid color numbers only.
- h. All car numbers must be registered with Jennerstown Speedway.
- i. All returning drivers in the same division will have thirty (30) days from the date of the registration event to register their number.
- j. All cars must be neat in appearance.

17) SAFETY

- a. General
 1. It is the responsibility of the driver, Not the track officials or the promoter to insure his/her protective clothing, safety restraint systems, seat and all other safety items installed correctly, and properly maintained and used. .

2. Must have all standard safety equipment including two (2) drive shaft safety hoops.

b. Helmets

All drivers must wear a full-face helmet with a minimum safety rating of SA 2015 also accepted are EA 2016 , SA 2020 certification.

c. [Head and Neck restraints SFI 38.1 specification are highly recommended for 2023](#) . The head and neck restraint system should be mounted and connected to the helmet per the helmet manufacture and head and neck manufacture instructions.

d. Seat Belt/Restraint System

1. Minimum 5-point seat & shoulder harness system minimum 3" wide and maximum required
2. Each car should 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.
3. 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 metal.
4. Rolled and/or de-burred and/or flanged edges or anywhere seatbelt webbing passes though and may come in contact with abrasive edge are recommended.
5. An approved driver's cockpit net required. The net must be a minimum of three ribbons and meet SFI 27.1 specifications, installed per the manufacture's specifications.

e. 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. Drivers must wear gloves at all times they are on track during practice and competitions.
3. Driver's gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.

f. Seat

1. All cars must be equipped with an aluminum safe racing seat, high back type recommended. Aluminum seats with an FIA and/or SFI 39.2 rating are recommended.
2. 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.
3. All areas surrounding the head should have padding.
4. The driver's seat must be securely fastened to the frame and/or cage in six positions with a minimum of six (6) 3/8"-inch bolts. There should be a minimum of four (4) bolts on the bottom and two (2) in the back of the seat. All seats must be a minimum of 1/8"-inch magnetic steel plate under and up the back 4" inches and be as wide as the seat.
5. The seat must be positioned completely to the left of the centerline of the car (no center steering) on the driver's side.
6. NO FIBERGLASS SEATS.

18) SAFETY OTHER

- a. Fire extinguisher must be a minimum of 5 lbs. and be mounted securely within driver's reach and be fully charged.
- b. A neutral safety switch or brake depression switch is mandatory.
- c. Only SFI frame retardant seat, roll bar, knee and steering pads and/or padding should be utilized.
- d. **MIRRORS ARE PERMITTED IN 2024**

19) TIRES AND WHEELS

- a) Official track tire will be the American Racer
- b) 27.0/8.0-15 26.5/8.0-15 AR970
- c) Wheels are limited to 8" or less in width.
- d) 1" lug nuts are recommended. Steel
- e) Maximum track width is 75"
- f) Wheel spacers will be permitted
- g) Bleeder valves of any kind will not be permitted.
- h) ABSOLUTELY NO TIRE TREATMENT, SOFTENER, OR ANY OTHER CHEMICAL ALTERING OF TIRES. THIS WILL BE STRICTLY MONITORED.

20) ENGINE and DRIVE LINE

a. ENGINE

1. Maximum 307 CID recognized small block.
2. Chrysler may use 318 CID.
3. All engines will be allowed maximum .040 overbore. **Speedway reserves the right to issue restrictor plates as needed.**
4. **Engine and automatic transmission must be stock and in stock location.**
5. Cylinder heads must be the exact part number for the engine make and model being used.
6. No roller camshafts permitted.
7. Motors will be cubed, whistled and vacuum checked to insure conformity to STOCK.
8. All engines must remain as stock as OEM.
9. No fuel injection permitted.
10. All engines must be of stock 2-barrel carburetor type. Carburetor must remain stock.
11. Carburetor:
12. OEM Holley Model 4412 500cfm two barrel carburetor required.
13. Carburetor must have a Morosso #64966 unmodified adapter plate – no flow adaptations.
14. Boosters may not be altered in size, shape or location.

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15. No adapters allowed.
 16. Edelbrock Performance Intake 2101 or 2121 required. Manifold may not be painted or coated with any type of sealant.
 17. Air Filter maximum size 14" outside diameter by 3" high.

b. HEADERS & EXHAUST

1. Stock manifolds and or optional spec headers may be used. See 1 and 2 for optional spec headers.
2. Exhaust pipes may not exit thru fenders or fender wells.
3. Maximum 3" exhaust with muffler
4. Headers noted below will be used for open engine and crate motor program:
 - a) Schoenfeld Circle Track Street Stock Headers 385N, SCH-385N
 - b) Schoenfeld Circle Track Street Stock Headers 185CMS, SCH-185CMS [185SBC](#)

c) AIR FILTER:

1. All air must enter engine through top of carburetor only.
2. Air Filter maximum size 14" outside diameter by 3" high.
3. No flow enhancers or cold air boxes permitted.

d) ENGINE MOUNTS:

1. Stock engine mounts may be replaced with solid mounts, but engine must remain on centerline of the chassis.
2. [Engine in stock location or most forward spark plug mounting hole, no further back than 1" from the centerline of the top ball joint.](#)

E) DISTRIBUTOR/IGNITION SYSTEM:

- a. Only stock OEM distributors will be permitted on GM crate engines. Ford crate engines may utilize MSD distributor part # 8582. Alterations and/or adjustments will not be permitted to distributor with the exception of the distributor advance curve may be locked. All other parts must remain stock.
- b. The High Energy Ignition (HEI) System will be permitted in all racing divisions that are using the Ford M-6007-S347JR engines.
- c. All GM crate engine cars "MUST" be fitted with only one (1) unaltered approved MSD RPM (rev) limiting box, part number 8727CT. GM crate engine box must be set at 6,300 RPM.
- d. Ford M-6007-347JR crate engines "MUST" be fitted with only one (1) unaltered approved MSD RPM (rev) limiting box part number 6427CT and must be set at 6,000 RPM.
- e. The box must remain operable and in working condition, prior to, during and after all racing events.
- f. The ignition amplifier box ("rev box") and coil must be mounted in clear view without removing the hood and out of the driver's reach for ease of inspection. The black wire must be grounded to the motor.
- g. NO crank trigger, distributor less multi-coil, or magneto ignition system. No programmable ignition box other than the mandated MSD part numbers. Only one ignition box permitted. Dual pickup distributor permitted; only one pickup in distributor can be utilized.

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- h. Trigger-type and/or crank trigger-type ignitions will not be permitted. 8. The ignition must be mechanically driven in the stock OEM location.
 - i. The GM crate engine must utilize the stock OEM H.E.I. ignition coil.
 - j. The wiring must remain as specified by the ignition amplifier box manufacturer.
 - k. The MSD Rev limiting box, part #8727CT may be inspected, confiscated and/or exchanged by Track Officials at any time.
 - l. 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.
 - m. Traction control devices will not be permitted. Braking devices that control traction will not be permitted.
 - n. 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.

21) **OPTIONAL CHARGER CRATE MOTOR PROGRAM**
2024 RUSH RACING SERIES GM 602 CRATE ENGINE TECHNICAL RULES & REGULATIONS

<https://www.rushracingseries.com/Jennerstown%20RUSH%20602%20Rules%202023.pdf>

2/11/23

c) ENGINE FORD PART NUMBER M-6007-S347JR

1. Ford crate engine will be subject to all Jennerstown Speedway tech procedures, and administered by speedway officials.
1. The Ford M-6007-S347JR engine must meet all guidelines set forth in the Ford Racing 347 Series Sealed Racing Engine Sanctioning Body Specifications Handbook, Issue January 25th, 2021, Revision #13.
2. Fines and/or penalties relating to Ford M-6007-S347JR. Crate engine rule infractions will be levied by Speedway officials, and will be identical to those levied by RUSH on GM crate engine infractions.

d) FORD ENGINE CARBURETOR

1. OEM Holley Model 4412 500cfm two barrel carburetor will be legal, no modification.
2. Carburetor must have a Morosso #64966 unmodified adapter plate – no flow adaptations.
3. 1.450” Jennerstown issued restrictor plate required.

E) VERIFICATION PROCESS REQUIRED FOR FORD M-6007-S347JR.

- 1) "New" Ford "original" sealed crate engines that will be utilized by competitors that competed at Jennerstown in or before 2020 must have **six** approved secondary verification seals installed by an Authorized Rebuilder before being permitted to compete in 2024.
- 2) . 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
- 3) 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 previous Jennerstown Speedway's divisional roster.

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- 4) Ford crate engine (Ford M-6007-S347-JR) competitors will be required to complete the same verification process as GM crate engine competitors with the exception that the Ford crate engines may only be verified by 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.
 - 5) Ford M-6007-S347-JR crate engine will be subject to all track tech procedures. Fines and/or penalties relating to Ford M-6007-S347-JR crate engine rule infractions will be levied by Speedway officials, and will be identical to those levied by Jennerstown Speedway GM crate engine infractions.

22) CRATE ENGINE EXHAUST SYSTEM:

- a. Exhaust systems must be mounted in such a way to direct spent gases away from areas of possible spillage of fuel.
- b. Headers may be used but must be pointed away from ground.
- c. All cars must have a working muffler passing a maximum 98 decibel noise test 100 feet from the track. Exhaust must exit the body.

23) CRATE ENGINE AIR FILTER:

- a. All air must enter engine through top of carburetor only.
- b. Air Filter maximum size 14” outside diameter by 3” high.
- c. No flow enhancers or cold air boxes permitted.

24) HEADERS & EXHAUST

- a. Stock manifolds and or optional spec headers may be used. See 32d) 1, 2, and 3 for optional spec headers.
- b. Exhaust pipes may not exit thru fenders or fender wells and must extend behind driver.
- c. Maximum 3” exhaust with muffler d. Headers noted below will be used for open engine and crate motor program:
 1. Ford 347jr- Schoenfeld Circle Track Street Stock Headers 385N, sch-385N
 2. Open motor header -Schoenfeld Circle Track Street Stock Headers 185, SCH-185 3. GM 602- Schoenfeld Circle Track Street Stock Headers 185CM2, SCH-185CM2 [185SBC](#)

25) CRATE ENGINE MOUNTS:

- a. Stock engine mounts may be replaced with solid mounts, but engine must remain on centerline of the chassis.
- b. Engine in stock location or most forward spark plug mounting hole, no further back than 1” from the centerline of the weight jack bolts.

26) FUEL

- a) For 2024 pump fuel is permitted fuel can not exceed 110 octane No additives permitted no oxygenated fuel no E85 fuel.
Fuel will be tested at any time.

b.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.

27) REAR END

- a. No locked rear ends.
- b. Maximum gear ratio permitted is 3.50

28) ALTERNATORS/BATTERY

- a. Alternators are not required
- b. Battery must be in a securely mounted tray under the hood.
- c. Required battery master shut off switch that is mounted, marked, and easily accessible to the safety crew.

29) RADIATORS

- a. Must be in good condition and have a drip can attached for overflow.
- b. Electric fans permitted.

30) FUEL CELL

- a. The fuel cell must be securely mounted in the rear of the car and secured with straps. It is recommended that the fuel cell be mounted solidly to the rear frame rails of the vehicle in a fabricated manner.
- b. All fuel cells must be enclosed in a metal container.
- c. Must be contained in a maximum 22 gallon steel can and must have four (4) metal safety straps 1/8" x 1" wide and be mounted in the trunk.

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- d. Fuel Cell must be a minimum of 14” off of the ground.
 - e. Cars must have steel firewall between fuel cell and driver and must have upper and lower safety hoop.
 - f. All lines and fittings running through the driver’s compartment must be of approved type.
 - g. Any non-steel braided line must be enclosed in steel tubing.
 - h. NO plastic or glass fuel filters allowed.

31) WEIGHT

Minimum weight with driver BEFORE the race 3,100 lbs.

32) 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.

The Management of JENNERSTOWN SPEEDWAY COMPLEX, LLC