



## 2024 MODIFIED DIVISION RULES

Jennerstown Speedway Complex  
(Intersections of Rt. 30 & Rt. 985)  
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### Contents

<b>2024 MODIFIED DIVISION RULES</b> .....	1
<b>1) DISCLAIMER</b> .....	5
<b>2) TECHNICAL RULES &amp; REGULATIONS</b> .....	5

3) GENERAL CAR INSPECTION.....	5
4) ENGINE .....	
5 a. GM OPTION ENGINE GM PART NUMBER #19370602,19258602,88958602,19418602,19431602 ...	
Error!	
Bookmark not defined.	
b. FORD OPTION PART NUMBER M-6007-S347JR .....	Error! Bookmark not defined.
5) VERIFICATION PROCESS REQUIRED FOR FORD M-6007-S347JR. ....	6
6) ENGINE SELECTION/PROTEST: .....	6
a. GM OPTION ENGINE GM SELECTION/PROTEST .....	6
b. FORD OPTION ENGINE SELECTION/PROTEST: .....	7
7) CARBURETORS: .....	8
9) DISTRIBUTOR/IGNITION SYSTEM: .....	
8	
10) BATTERY/STARTER: .....	
9	
11) LUBRICATION/OILING SYSTEM/OIL COOLER: .....	
10	
12) AIR FILTER: .....	
10	
13) FUEL CELL/FUEL PUMP: .....	
10	
14) FUEL: .....	
10	
15) ELIGIBLE CARS, BODIES & CHASSIS .....	
11 d. CHASSIS:	
.....	11
e. SUSPENSION/SPINDLES .....	12
16) DRIVER SIDE INTRUSION PLATES: .....	
12	
17) BODIES: .....	
13	
18) SPOILER: .....	
13	
19) BODIES: (Refer to drawing at end of body rule verbiage) .....	
13	

<b>20) FRONT BUMPER:</b> .....	
16	
<b>21) REAR BUMPER:</b> .....	
16	
<b>22) NERF BARS:</b> .....	
16	
<b>23) WINDOWS:</b> .....	
16	
<b>24) EXOTIC MATERIALS:</b> .....	
16	
<b>25) STEERING:</b> .....	
17	
<b>26) BRAKES:</b> .....	
<b>17 27) SHOCKS &amp; SPRINGS:</b>	
.....	17
<b>28) ROLL CAGE</b> .....	
18	
<b>29) DRIVE LINE:</b> .....	
18	
<b>30) WEIGHT:</b> .....	
19	
<b>31) WHEELS:</b> .....	
19	
<b>32) TIRES:</b> .....	
19	
<b>33) TRACTION CONTROL/TRANSMISSION DEVICES:</b> .....	
19	
<b>34) TWO-WAY RADIOS &amp; MIRRORS:</b> .....	20
<b>35) PERSONAL SAFETY EQUIPMENT:</b> .....	
<b>20 a. GENERAL</b>	
.....	20
<b>b. PROTECTIVE CLOTHING</b> .....	
21	
<b>c. SEATS</b> .....	
21	
<b>d. HELMETS</b> .....	
22	

e. FIRE SUPPRESSION SYSTEM & EXTINGUISHER .....  
22

f. OTHER SAFETY REQUIREMENTS .....  
22

36) RULE BOOK DISCLAIMER .....  
22

## 2024 Rule changes

coil over shock/spring permitted on rear shock

price limit raised to 250.00

any shock can be purchased by the speedway at any time

Gm 602 engine part numbers 88958602,19258602,19370602,19418602,19431602,  
19432602,19433602 sealed engines along with Ford M-6007-S347JR. that have a recognized seal program  
are eligible to compete for four races throughout the 2024 season. Engine seals must be identifiable and  
not tampered with.

Competitors are not points eligible. All Jennerstown Speedway rules must be met by  
these competitors and will be enforced. To be eligible to compete an additional 50 pound  
total car weight will be required.

The above engine options are for non Rush racing series sealed and 347JR Ford engines  
sealed by an authorized Jennerstown sealer.

## 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.

## 4) ENGINE

### **2024 RUSH RACING SERIES GM 602 CRATE ENGINE TECHNICAL RULES & REGULATIONS**

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

Gm 602 engine part numbers 88958602,19258602,19370602,19418602,19431602, 19432602,19433602 sealed engines along with Ford M-6007-S347JR. that have a recognized seal program are eligible to compete for four races throughout the 2024 season. Engine seals must be identifiable and not tampered with.

Competitors are not points eligible. All Jennerstown Speedway rules must be met by these competitors and will be enforced. To be eligible to compete an additional 50 pound total car weight will be required.

The above engine options are for non Rush racing series sealed and 347JR Ford engines sealed by an authorized Jennerstown sealer.

## 5) VERIFICATION PROCESS REQUIRED FOR FORD M-6007-S347JR.

- a. "New" Ford "original" sealed crate engines that will be utilized by competitors that competed at Jennerstown before 2021 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
- c. Upon completion of the above processes engine technical inspection will be implemented under normal technical procedures; as will competitor's crate engine that was "not" listed on Jennerstown Speedway's 2016 thru 2023 Modified divisional roster.
- d. 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.
- e. 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.

## **6) ENGINE SELECTION/PROTEST:**

### **a. GM OPTION ENGINE GM SELECTION/PROTEST**

Effective 1 January 2024 Jennerstown Speedway Complex will be following the RUSH Asphalt Late Model Rules for the GM part number #88958602/19258602 engines. Rules pertaining to this engine can be found <https://rushasphaltseries.com/>

### **b. FORD OPTION ENGINE SELECTION/PROTEST:**

1. 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.
2. 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.
3. 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.
4. 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.
5. Inspection location will be identified by Jennerstown Speedway Officials. There will be no dispute over Official's choice of location.
6. 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 Officiating Committee. 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 technical inspection procedure.
7. Note: All removed original Ford Bolts and/or other seals must be returned immediately to Jennerstown Speedway officials.

8. 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.
9. 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.

## **7) CARBURETORS:**

- 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-JR Engine will be mandated to utilize a Jennerstown Speedway-approved tapered restrictor plate only, part # Jtown1.450 ; 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

## **8) GM & FORD CRATE ENGINE EXHAUST SYSTEMS:**

- 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.

## **9) DISTRIBUTOR/IGNITION SYSTEM:**

- a. Only stock OEM distributors will be permitted on GM crate engines. Ford crate engines must 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. 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. All GM crate engine cars "MUST" be fitted with only one (1) unaltered approved MSD RPM (rev) limiting box, part number 8727CT.
- d. GM crate engine box must be set at 6,300 RPM.
- e. Ford 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.
- f. The box must remain operable and in working condition, prior to, during and after all racing events.
- g. 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.
- h. 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.
- i. Trigger-type and/or crank trigger-type ignitions will not be permitted.
- j. The ignition must be mechanically driven in the stock OEM location.
- k. The GM crate engine must utilize the stock OEM H.E.I. ignition coil.
- l. The wiring must remain as specified by the ignition amplifier box manufacturer.
- m. The MSD Rev limiting box, part #8727CT may be inspected, confiscated and/or exchanged by Track Officials at any time.
- n. Traction control devices will not be permitted. Braking devices that control traction will not be permitted.
- o. 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.

**Ford Ignition Exception:**

The High Energy Ignition (HEI) System will be permitted in all racing divisions that are using the Ford M6007-D347JR Engines.

**PENALTIES:** If rev limiter box is found to be not set at specified RPM at any time during the event, 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.

**NOTE:** Ford crate engine competitors should contact either Jennerstown Engine Technology (Jim Friedline 814-629-8450) or Ingram Engines (Mike Ingram 724-545-2663) for wiring instructions on the mandated MSD RPM (rev) limiting box, part number 6427CT.

**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) LUBRICATION/OILING SYSTEM/OIL COOLER:**

- a. Only a single wet sump oil pump will be permitted. Dry sump oil systems will not be permitted. b. Only magnetic steel oil pans will be permitted.
- c. External type oil pumps and/or vacuum pumps will not be permitted.
- d. Accu Sumps will not be permitted.
- e. Engine evacuation systems by internal and/or external driven pumps or by connection between exhaust system and/or valve covers, intake manifold and/or oil pan will not be permitted. f. Oil coolers will be permitted.
- g. No anti-freeze permitted.

#### **12) AIR FILTER:**

- a. All air must enter engine through top of carburetor ONLY.
- b. Air filter maximum size 14-inches outside diameter by 3-inches high.
- c. No flow enhancers or cold air induction permitted.
- d. K&N filters permitted.

#### **13) FUEL CELL/FUEL PUMP:**

- a. All cars may have a maximum 32-gallon 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 driver 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. 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. **No E85 Fuel.** 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, BODIES & CHASSIS

Factory production full 1950 or newer perimeter American passenger cars frames.

Howe racing tubular 358AMOD Impala Modified Front frames permitted.

Port City racing tubular 610-13-MOD front frames permitted.

- a. No Jeep, Bronco, or 4-wheel drive, Sports car, etc. frames permitted.
- b. No front-wheel drives permitted

**d. CHASSIS:**

**NOTE:** All measurements are taken with driver in the car fuel cell full and tires at 30 psi

1. Frames may be cut in rear only at point not further than 36-inches from center of rear end housing.
2. Maximum tread width front and rear is 76 inches, measured from bead flange to bead flange on the outside of wheels, the front is measured at the front of the wheels, and the rear is measured at the rear. Track width will be measured at hub height. The track gauge is the final word.
3. Frames may not be widened or narrowed, and must be able to support cage on both sides. Must be full and complete both sides.
4. Minimum frame height from ground is 4-inches.
5. Cutting frame rails for spring clearance and radiator is permitted.
6. Minimum wheelbase of 108-inches. Using the official Track Gauge.
7. Motor must be a minimum of 72-inches from the center of the rear end to the rear of the engine block.

**e. SUSPENSION/SPINDLES**

1. Front suspension must be in stock location.
2. Heim ends are permitted.
3. Stock passenger car spindles and OEM equivalent safety spindles permitted.
  - No fabricated spindles.
  - No alterations (welding or heating) allowed on the spindle arms.
  - Lower A-frames may be OEM, OEM replacement or approved steel or aluminum tubular construction type.
  - Tube type steel or aluminum upper A-frames with or without adjustable heim joints are allowed.
4. No aluminum hubs, or spindles.
5. Rear of frame may be altered to accept leaf or coil springs.
6. Front coil spring must be at least 4-1/2 inch outside diameter.
7. Any 3 or 4 link rear suspension system permitted.
8. All links must mount at one point on rear axle and one point on frame.
9. Links may be solid or spring or rubber type.
10. Rear ends may be Ford style 9-inch floater or quick change type.
11. SPOOL - LOCKED REAR ENDS ONLY
12. All tubes and suspension brackets must be of steel.
13. No driver adjustable suspension or links permitted.
14. No hydraulic, ratchet, or electric weight jacks permitted anywhere in or on car.
15. The right front hub must be of OEM heavy duty or a racing style safety hub.
16. Stock mounts may be replaced with solid mounts.

**16) DRIVER SIDE INTRUSION PLATES:**

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

- Bicknell Racing Products – Part Number: BRP 9547
- Wehr's Machine & Racing Products – Part Number: WM397
- Allstar Performance – Part Number: ALL4198
- (No other manufacturer has submitted a design for approval at this time)

## 17) BODIES:

- a) Bodies may be pre-bought aftermarket panels of recognized economy Modified styles or homemade reproductions thereof in accordance to IMCA body rules.
  - 1) Five Star MD3 Chevrolet Camaro and Five Star MD3 Ford Mustang bodies are permitted providing they meet the same measurement as identified in **Body page 19**.
  - 2) MD3 sail panels must closely resemble examples shown on body diagram **figure #1** and be the same on both sides of the car. Reinforcing lips on rear of sail panels must be 180 degree bend. b) AMERICAN passenger car ONLY.
- c) NO panel vans or station wagons.
- d) Must be full size roof with full A pillar.
- e) Rear side windows must be either open or clear lexan.
- f) Must have lexan windshield.
- g) Firewalls and floorboards are mandatory.
- h) Fiberglass or metal duplicates of body parts are permitted.
- i) Handmade body parts may be constructed of steel, aluminum or fiberglass.
- j) **Rear Deck Spoilers and rear lexan windows Are Permitted. Maximum 5". Spoilers must be clear.**
- k) No ground effects or aero dynamic device allowed inside or outside the car.
- l) Both side windows must have minimum 12-inch vertical opening from front to back.
- m) Roof height must be a minimum of 42-inches.
- n) Engine compartment will remain open.

- o) No engine side panels that are not attached to the hood.
- p) Hood sides may have maximum 4-inch drop and must be enclosed at rear of hood.
- q) Bodies should extend no further than back of block.
- r) Rear of bodies to be solid panel at least 8-inches high with car number.
- s) **Maximum rear spoiler height of 5 inches Must be clear**

## 18) SPOILER:

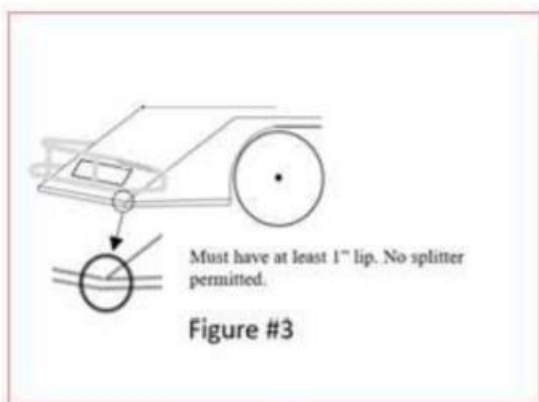
Spoiler end support are approved providing they meet the measurement noted on **Figure #2**.

## 19) BODIES: (Refer to drawing at end of body rule verbiage)

### A.) 18" ground to center of bumper

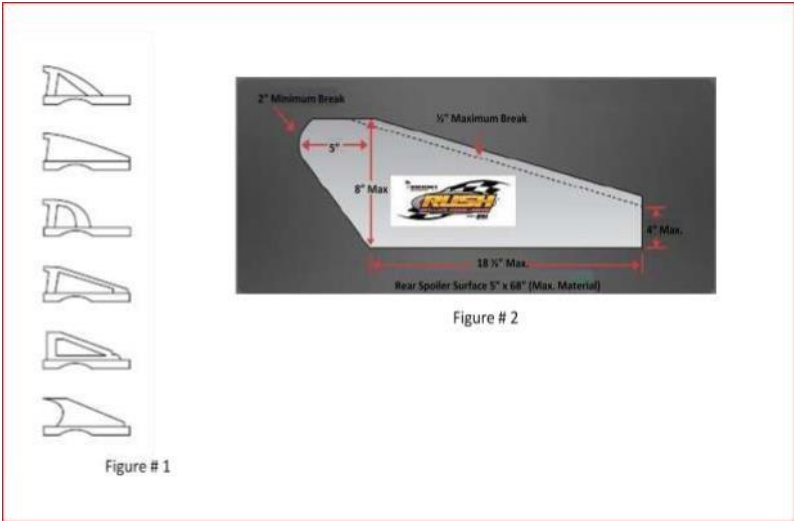
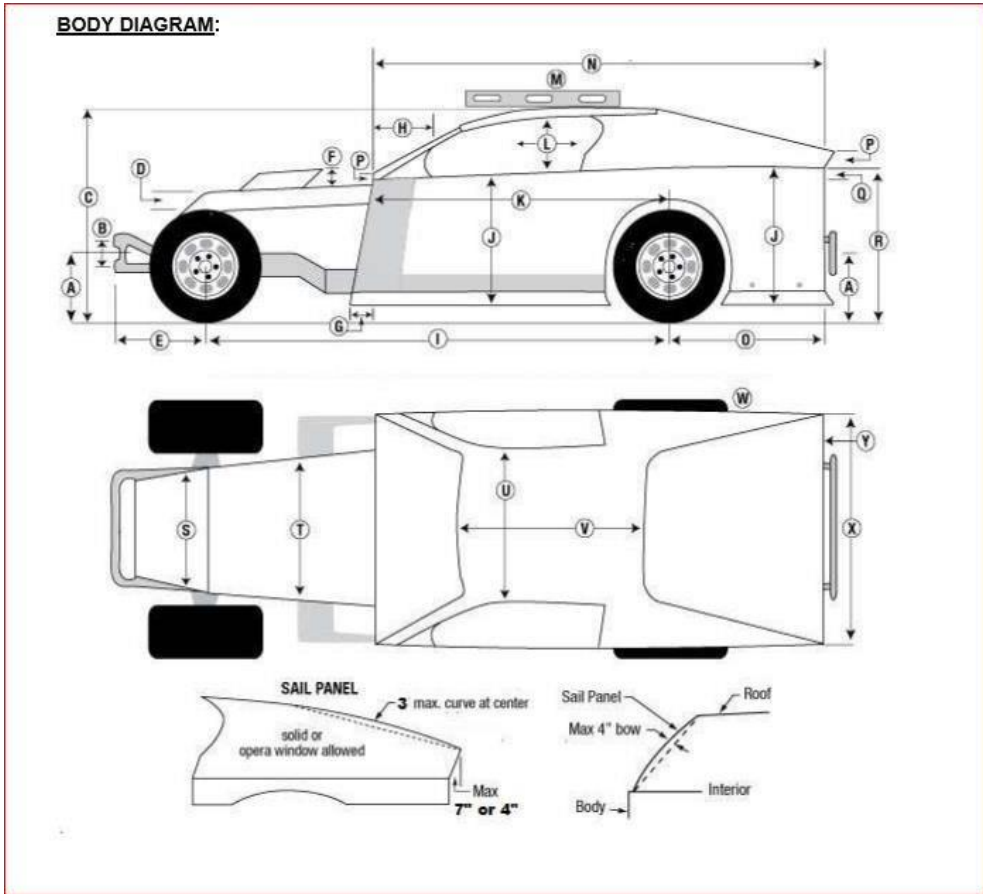
- C.) The maximum roof height of 54" inches. 3" max slope.
- D.) The sides of the engine compartment will remain open. Any side panels in the engine compartment area will not be permitted. A 4" inch drop on either side of the hood will be permitted and it must be enclosed at the rear of the hood. Hood must slope towards the nose of the car (No Reverse Rake to the Hood).
- G.) The top of the doors must not extend forward of the rear engine plate. The bottom of the doors may extend a maximum of 12" inches past the motor plate toward the front of the vehicle. H.) Front roof post width 16"max at the bottom.
- I.) Wheelbase: Minimum 108", maximum 112".
- J.) Door panel 32"max 26"min.
- K.) 72" max.
- L.) 12"-18" door opening height.
- M.) Original roof line of vehicle must be maintained with a maximum of three (3) inches of slope measured with a level from highest point minus the stiffener to lowest point. No more than one-half (1/2) inch stiffener allowed at the rear of the roof. Roof must resemble an OEM production roof.
- N.) Maximum deck length 120".
- O.) Rear corner panel length from center of hub to back 48" max, 34" min.
- P.) Max at top rear, gradual slope from roof to this point when using sail panel as spoiler side with max spoiler height of 5". **The spoiler must be fabricated from clear lexan.** The Sail panels must be the same design and size on each side (Both open with same opening dimension or both closed). Maximum bow of sail panel is 4". **Maximum spoiler width will be 72" on 5" height must be clear lexan.**
- Q.) Interior slope is 4" max from front to rear and flat across and must maintain same slope from front to rear. You must have used 50% of your 4" max slope at the half way point on the deck.
- R.) Maximum height of 38" inches. The top of the interior must be flush with the top of door; maximum drop deck of 2", no tolerance.
- S.) Maximum width of nose at any point will be 45". The nose piece shall not be attached any further back than the radiator. The MD3 modified nose and Dominator nose will be legal. All aluminum fabricated nose pieces can have a 2 1/2" side fins on each side of nose piece (length of the nose). The nose piece must have a minimum of four (4") inches from the ground to the bottom edge of the nose piece. Nose must be flat on top

and on side, cooling holes allowed (No curving of nosepiece or no splitter panel under nose or modification to permit additional down force). Nose must have at least 1" lip. No splitter permitted. See Figure #3



- T.) Hood max width is 68" max 24" min.
- U.) The maximum roof width will be 52" inches with a minimum of 44" inches.
- V.) The maximum roof length will be 57" inches with a minimum roof length of 40" inches
- W.) On the left side the rear bottom of the door may flare out six (6") inches for tire clearance. The bottom of the flare must be curved and rounded not pointed in any fashion. No wheel skirts of any type will be allowed.
- X.) The maximum body width at the body's widest part will be 72" inches. The maximum deck width will be 72".
- Y.) 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.

**NOTE:** Rear wheel openings must remain same on both sides of car and maintain a minimum 2" wheel clearance.



**20) FRONT BUMPER:**

- a. Must be mounted to end of frame, with bottom loop parallel to the ground.
- b. Minimum 1-1/4" tubing must be used.
- c. Bumper cannot extend more than 42" from center of front wheel.
- d. Farthest point of nose/bumper cannot be more than 42" from center of front wheel hub.
- e. **Bumper must be leading edge of the car. 18" ground to center of bumper**



## 21) REAR BUMPER:

- a. Rear bumper may be tubing or square stock and protect fuel cell and must be further most rear point.
- b. Center of bumpers must be at least 18" from ground. No sharp edges.
- c. Bumper must extend six inches beyond rear deck with a loop design on each side

## 22) NERF BARS:

Must be inside of line from rear tire to front tire with no sharp edges. There is no tolerance.

## 23) WINDOWS:

- a. Driver's side window and passenger side window must remain open except for support angles in roof pillar openings.
- b. Support angles cannot extend past the front roof line.
- c. Roof pillars must be in place.

## 24) EXOTIC MATERIALS:

- a. All exotic materials are illegal, which includes titanium, tungsten.
- b. No other magnesium parts will be permitted.

## 25) STEERING:

- a. Steering box must be OEM or OEM Equivalent.
- b. Only one (1) power steering pump allowed.
- c. No center steering.
- d. No rack and pinion.
- e. Must remain within original bolt pattern for type of frame used.
- f. Steering may be modified to suit driver's taste, but must be on left side of cockpit.
- g. Steering wheel must be equipped with a center "nose pad".
- h. It is required that all cars have a collapsible steering shaft.
- i. All cars must be equipped with a quick-release-type steering wheel that is a full circle.
- j. Electronic steering or electronic steering components will not be permitted.

## 26) BRAKES:

- a. Must have brakes on all four wheels and lock up on inspections.
- b. No brake shut-off devices permitted.
- c. Proportioning valve allowed front to rear only.
- d. O.E.M. cast iron calipers only.
- e. Rotors must be of cast iron or steel, a minimum of 0.750 inches thick.
- f. NO scalloped rotors permitted.
- g. Rotors cannot be drilled or lightened.
- h. Bolt pattern may be changed for larger studs.

- i. All traction control devices prohibited.

## 27) SHOCKS & SPRINGS:

- a. One steel body shock per wheel; shock body must be one piece all steel. b. No Schrader valves.
- c. Shocks may have no external means of adjustment; non adjustable.
- d. **Coil over shocks permitted on rear only.**
- e. No bump stops, Belleville washers, or bump springs permitted.
- f. One spring per wheel, no stacked springs.
- g. **Shocks must be within manufacture's spec. No modification of shock permitted. At any time the speedway has the right to impound the shock and have dyno tested. Any shock beyond manufacture specifications will be kept by the speedway. Any shock may be purchased by the speedway for 250.00 at any time.**

### **Penalties for shock violations:**

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

**The competition committee will determine fine and suspension penalty based on the severity of the shock being beyond the manufacture's specification. Fine and or suspension will not exceed \$2,000 and 365 day suspension from Jennerstown Speedway events plus all related dyno cost.**

**Shock price not to exceed \$250 per shock**

## 28) ROLL CAGE

- a. Roll cage must consist of continuous hoops not less than 1-3/4 inch outside diameter, and must have a wall thickness of a least .095.
- b. Must be frame mounted in at least 6 places.
- c. Cages may be sonic tested if deemed necessary.
- d. Must consist of a configuration of front and rear hoops connected by tubing on the side or side hoops.
- e. 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.
- f. Roll cage must be securely supported and braced.
- g. Top hoop must have crossbar.
- h. Protection of feet is mandatory.
- i. Bar across back of engine with vertical bars and rub rails, or similar protection.
- j. No brace bars forward of a cage may be higher than stock hook height.
- k. Driver door bars must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver, but without causing difficulty in getting in or out of vehicle.
- l. The side bars must be welded to the front and rear of the roll cage members.
- m. Door bars must be at least 1-3/4 Outside Diameter .095 thickness, and have 4 bars.

- n. Driver side door cage must be plated with 1/8 inch steel from top door bar down to frame, must be welded or bolted on outside of cage.
- o. Front bumper must be mounted frame end to frame end, with the bottom loop parallel to the ground.
  - Minimum 1-1/4 inch pipe able to support car if lifted by wrecker.
  - Rear bumpers may be constructed of pipe or flat stock, and must protect fuel cell.
  - Center of bumpers (front and rear) must be 18-inches from the ground. (2-inch tolerance).
  - Rear bumpers, nerf bars, and bodies must not extend beyond width of rear tires and must not contain any sharp edges.

## 29) DRIVE LINE:

- a. OEM production type 3 or 4 speed manual transmissions and automatic transmissions with either torque converter or direct drive couplers are acceptable.
- b. Bert/Brinn style internal wet disc clutch transmissions are acceptable and must bolt to the back of the engine as designed. A minimum 5.5 inch diameter metallic multi-disc external racing clutches is permitted. No carbon fiber or non-standard type material will be permitted. The clutch must bolt to the crankshaft as designed and must be housed in a steel, aluminum, or magnesium 360 degree bell-housing bolted to the back of the engine. A 1-inch inspection hole must be drilled in the bottom of the bellhousing directly under the clutch unit. No slipper-style or centrifugal type clutches will be permitted. All friction plate cores and floating plates must be made of metallic steel.
- c. No 5-speed transmissions permitted.
- d. No in and out boxes.
- e. No buttons.
- f. Manual transmissions must be clutch operated.
- g. Clutch, torque converter or direct coupler must be inside of bell-housing or transmission housing.
- h. Stock OEM transmissions may use either stock OEM production clutches or triple disc with minimum 7-inch disc diameter.
- i. Steel discs, pressure plates, flywheels and flex plates only, no aluminum flywheels or flex plates.
- j. Stock size and style single disc clutch assembly must be equipped with an explosion proof steel bellhousing.
- k. All transmissions must have at least two forward gears and one reverse gear and must have neutral gear.
- l. All race cars must be able to join the lineup on demand unaided or go to rear of race.
- m. Driveshaft should be marked so visible on track if it would come off vehicle
- n. 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.

## 30) WEIGHT:

- a. Minimum weight is 2550 lbs with driver (maximum 59% left side.)
- b. All weights are BEFORE the race with driver. Cars maybe required to scale before heats.
- c. The track scales will be considered the official scales for the event.
- d. Added weight must be lead minimum of 5 lb blocks, solid lead or steel.
- e. No pellet or shot can be used for weighting.
- f. Added weight must be securely bolted inside the frame rails, behind front spindles and in front of rear axles.

- g. No weights inside the driver's compartment.
- h. No weights may be attached to the rear bumper.
- i. 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. Penalty for losing weight on race track is disqualification from the event they are competing in.
- j. No driver-operated weight adjustment devices.

### 31) WHEELS:

Must be steel; 15" x 8".

### 32) TIRES:

- a. The Official track tire will be the American Racer:
- b. Right Sides 27.0/8.0-15T AR 970
- c. Left Sides 26.5/8.0-15T AR 970
- d. Bleeder valves of any kind will not be permitted.
- e. ABSOLUTELY NO TIRE TREATMENT, SOFTENER OR ANY OTHER CHEMICAL ALTERING OF TIRES. THIS WILL BE STRICTLY MONITORED.

### 33) TRACTION CONTROL/TRANSMISSION DEVICES:

- a. All Traction Control Devices are strictly prohibited during any form or portion of the event, 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.
- c. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.
- d. 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.
- e. 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.
- f. Adjustable restrictor plates will not be permitted.
- g. Devices transmitting data will not be permitted.
- h. Data acquisition systems will not be permitted.
- i. 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.
- j. 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.

- k. 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.

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.

### 34) TWO-WAY RADIOS & MIRRORS: Permitted

**Transponders mandatory, are to be mounted as close to the center of the axle but not before on the driver's side.**

### 35) PERSONAL SAFETY EQUIPMENT:

#### a. GENERAL

1. Each competitor is solely responsible 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

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

1. It is recommended that helmets should be fitted with the Eject™ helmet removal system.
2. **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 or 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. 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 spec.
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.

### **36) 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