



2024 Street Stock Rules

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

Shock purchase price raised to \$250.00

Any shock may be purchased by the speedway for \$250.00 at any time.

Lower rear trailing arms mount max length 2 ½” below bottom of rear housing one hole per mount and equal on either side.

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.
- 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) ENGINE

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

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

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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.

a. FORD OPTION PART NUMBER M-6007-S347JR

1. Ford crate engine will be subject to all Jennerstown Speedway tech procedures, and administered by speedway officials.
2. 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 Date January 25, 2021, Revision #13.
3. 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.

5) 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 2021 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.

- 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.

6) ENGINE SELECTION/PROTEST:

a. GM OPTION ENGINE GM SELECTION/PROTEST

Effective 1 January 2024 Jennerstown Speedway Complex will be following the RUSH Asphalt Street Stock 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 teching 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) 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.

10) 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.
- 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.

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 Street Stock event.
- Ford crate engine competitors should contact either Jennerstown Engine Technology (Jim Friedline 814629-8450) or Ingram Engines (Mike Ingram 724-545-2663) for wiring instructions on the mandated MSD RPM (rev) limiting box, part number 6427CT.

11) BATTERY/STARTER:

- Maximum one 16-volt battery.
- Battery not permitted to be located in the driver's compartment/cockpit. Battery must be securely fastened with positive fasteners and brackets.
- 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.
- All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.
- All cars must have a starter in working order.
- 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.

12) COOLING SYSTEM:

- Copper or aluminum radiators permitted.
- Must mount in original position.
- Cooling system catch can is required.
- No anti-freeze permitted.

13) AIR FILTER:

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

14) FUEL CELL/FUEL PUMP:

- 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.
- 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.
- b. 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.
- c. For the purpose of inspection, the driver and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.
- d. 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.

15) FUEL:

- a. **Only Sunoco Racing Fuel - Standard (commonly referred to as 110 and/or purple) will be the specified fuel permitted for competition Jennerstown Speedway events.** Additives and/or blending of any type including; methanol, alcohol, nitrous oxide, propylene oxide, nitro methane E85 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

16) CHASSIS

- a. Must be stock North American production passenger car frame of minimum 108" wheelbase with a 1" tolerance.
- b. Must be the same both sides, plus or minus 1-inch tolerance.
- c. Frame may not be cut or chopped from front bumper to centerline of rear axle.
- d. Track width for ALL CARS will be a maximum of 77" with no tolerance. Measured from bead to bead by Go/No-Go gauge. Track width will be measured at hub height.
- e. Open side of C-section type side rails should be closed with minimum 1/8" steel plate.
- f. Factory seams should be fully welded.
- g. Absolutely no relocating of any suspension mounting points or X-members permitted.
- h. Rust repair of rear frame sections permitted using 1/8" steel plate and must follow exactly the shape, size and direction of stock frame.
- i. Frame must be complete and extend from front bumper to rear bumper.
- j. **Minimum frame height is 6" measured with driver in car fuel cell full and 30 psi in tires.**

17) ROLL CAGE

- a. Must be of 4-point type constructed steel.
- b. All main cage and supports, roof halo and door bars minimum 1-3/4 inches magnetic steel tubing by .095 minimum thickness, all other bars must be a minimum 1-3/4 inches by .083 thickness. All major intersections must be gusseted.
- c. A minimum of 4 arched bars on both driver and passenger side of car is required.
- d. Rear cage hoop must be X-braced and down supports must extend to rear of main frame.
- e. Front hoop must extend outward to radiator and be properly tied to main frame.
- f. 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.
- g. All roll bars within contact area of the drivers head and arms must be padded with SFI approved roll bar padding 8. Driver side door cage must be plated with 1/8" steel from top door bar down to frame, from the rear hoop to front pipe down must be welded or bolted to the outside cage.

18) 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)

19) FRONT SUSPENSIONS:

- a. All suspension must be stock components for year, make and model of body being used.
- b. Absolutely no modification of suspension parts or locating points permitted.
- c. Relocation of shock at each wheel permitted to allow use of a racing shock provided proper tire clearance is maintained.
- d. One weight jack bolt per wheel permitted.
- e. One piece sway bar permitted. 6. The minimum frame height is 6".
- f. Tubular upper A-arms permitted.
- g. Upper control arm mounts may be changed to accept tubular control arms.
- h. OEM stamped steel or OEM replacement stamped steel lower A-arms required. i. No bump stops
- j. Shock price not to exceed \$250 per shock any position.
- k. Right front hub must be a racing safety type replacement or stock assembly.

20) REAR SUSPENSION:

- a. trailing arms stock length plus or minus 1/2" equal length on both sides. Lower arms mounted no more than 2 1/2" from bottom or rear end housing to center of mounting hole one hole per mount and must be equal distance on either side.
- b. Absolutely no modifications of locating arms or locating points permitted.
- c. Full floater rear ends mounted in stock location may be used and are HIGHLY recommended.
- d. Stock type rear ends must use aftermarket high quality racing axles and retainers.
- e. Rear ends must be locked. 6. One rear shock per wheel and may be relocated to allow the use of a racing shock, provided proper tire clearance is maintained.
- f. No additional panhard or sway bars permitted.
- g. No bump stops.
- h. Shock price not to exceed \$250 per shock
- i. Non adjustable aftermarket trailing arms and bushings permitted

21) SHOCKS & SPRINGS:

- a. One steel body shock per wheel; shock body must be one piece, all steel. b. No Schrader valves.
- c. Shocks may no external means of adjustment; non-adjustable.
- d. No coil over shocks permitted.
- e. No bump stops, Belleville washers, or bump springs permitted.
- f. **Any shock may be purchased by the speedway for \$250.00 at any time**
- 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.**

G 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.

22) BODIES:

NOTE:

- All chassis & Body measurements will be taken with driver in the car.

The Five Star Stock Car Bodies Gen and the AR Bodies Evolution body will be approved for Competition at Jennerstown for the 2024 season with no weight penalty.

- a. Bodies must be of a North American production passenger cars manufactured from 1970 thru 2015.
- b. Any American made Ford, Chevy, and Dodge production body is permitted. No compact, convertibles or sub compact bodies. Standard Chevelle, Nova, Monte Carlo, Regal, Cutlass, Camaro and Impala bodies allowed as well as their Ford and Dodge counterparts. Ford may use fusion and mustang 5 star bodies and AR bodies. Anything that does not fit within these guidelines must get prior approval before building.
- c. Jennerstown Speedway Complex LLC will allow the use of the Five-Star and S-2 body as outlined in the catalog with proper dimensions. Five-Star/S-2 bodies must be mounted exactly to the Five Star specifications and dimensions.
- d. Minimum roof height of 51" with driver in car. Roof may be aluminum, fiberglass, or steel. Rooflines must have stock appearance and must NOT be CHOPPED.
- e. Fiberglass, Aluminum or Steel hoods may be used, as long as they have factory lines and look appealing. No holes cut in hood for air cleaners. Hood scoops are NOT ALLOWED.
- f. The use of aftermarket plastic nose pieces and rear bumper covers permitted.

- g. Bodies must be gutted on the interior and only one-seat may remain.
- h. Driver seat must remain in stock location.
- i. All glass MUST be removed and full Lexan windshield installed.
- j. Doors must be welded shut.
- k. All openings on exterior of car must be covered over or welded shut.
- l. Headlight and tail light openings must be covered over.
- m. Grille openings must be covered over with screen in the same configuration as stock grille.
- n. Hood and trunk lid must be secured with hood pins.
- o. Wheel openings will be permitted to be trimmed for tire clearance only.
- p. All bodies must maintain OEM lines and angles; no body part may be closer than 4" to the ground with driver in the car fuel cell full and tires inflated to 30 psi.
- q. Complete stock cowl with all openings welded shut required.
- r. Handmade sheet metal interior permitted as long as it maintains factory location.
- s. A maximum 4" tall rear spoiler made of lexan must be mounted to and no wider than the deck lid. It must be transparent.
- t. Easily accessible tow hooks front and rear mandatory. No rear stinger type tow hooks allowed.
- u. No rub rails.

23) 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 .75-inch thickness and cannot be drilled.
- d. Cast iron calipers only.

24) STEERING

- a. Must be of factory production design throughout.
- b. Racing replacement center links ,pitman arm , idler arm and tie rods permitted.
- c. Only one (1) power steering pump allowed.
- d. It is required that all cars have a collapsible steering shaft.
- e. All cars must be equipped with a quick-release-type steering wheel that is a full circle.
- f. Electronic steering or electronic steering components will not be permitted.

25) DRIVESHAFT:

- a. Driveshaft must be marked to be visible on track if it would come off of vehicle.
- b. Cars must have one 360 degree drive shaft safety loop.

26) TRANSMISSION:

- a. Transmissions must be OEM production type 3 or 4 speed standard transmission only
- b. NO JERICHO, BERT/BRINN OR ANY OTHER RACE TYPE PERMITTED
- c. All transmissions must have a minimum of two forward gears and one reverse gear and neutral.

27) CLUTCH & FLYWHEEL:

- a. Stock factory production clutch and flywheel must use explosion proof steel safety bellhousing or minimum 7" multidisc racing clutches permitted.
- b. Only steel discs and plates permitted.
- c. Car must be in good mechanical condition and equipped with operating self-starters and working reverse.

28) WEIGHT:

- a. Minimum weight is 3250 lbs. with driver.
- b. Maximum Chevy left side weight percentage is 58% "With Driver".
- c. Maximum Ford left side weight percentage is 56% "With Driver"
- d. Minimum front weight percentage is 53% "With Driver" for GM crate motors.
- e. Minimum front weight percentage is 54% "With Driver" for Ford crate motors.
- f. Added weight must be lead minimum of 5 lb. blocks and painted white.
- g. The car number must be etched into all added weight blocks.
- h. All weights are BEFORE the race with driver.
- i. The track scales will be considered the official scales for the event.
- j. No pellet or shot can be used for weighting.
- k. 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.
- l. No weights inside the driver's compartment. No weights may be attached to the rear bumper.
- m. No driver-operated weight adjustment devices.

29) WHEELS:

- a. Must be steel; reinforced 15"x 8" quality racing wheels with oversized lug nuts.
- b. Wheel spacers are permitted to achieve the maximum allowed track width only.

30) TIRES:

- a. The Official track tire will be the American Racer:
 - Right Sides 27.0/8.0-15T AR 970
 - Left Sides 26.5/8.0-15T AR 970
- b. Track width for ALL CARS will be a maximum of 77" with no tolerance. This is measured with a Go/No-Go Gauge from the outside bead flange to outside bead flange. The front track is measured at the front of the wheels; the rear is measured at the rear of the wheels. The track Go/No-Go gauge is the FINAL word.
- c. Bleeder valves of any kind will not be permitted.
- d. ABSOLUTELY NO TIRE TREATMENT, SOFTENER, OR ANY OTHER CHEMICAL ALTERING OF TIRES. THIS WILL BE STRICTLY MONITORED.

31) 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.

32) TWO-WAY RADIOS & MIRRORS: Permitted

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

33) EXOTIC MATERIALS:

All exotic materials are illegal, which includes titanium, tungsten. EXCEPTION: Magnesium rear end center section, bells, and rear cover. No other magnesium parts will be permitted.

34) 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 required.
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. 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.

35) 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