

SECTION I GENERAL INFORMATION

This page contains the official rules and car specifications for all events of the Park Jefferson Speedway. Any point not covered herein shall be resolved by the Park Jefferson Speedway or their appointed representative. Note that these rules follow the rules of the PARK JEFFERSON SPEEDWAY, however case by case changes may be allowed.

1. All cars MUST display the official decals of major Park Jefferson sponsors. Drivers must be a licensed member and attend the annual awards banquet in order to qualify for point fund money. Cars must display decals on outside of both of the side panels of wings. Decals shall be provided free of charge.

Section 1 - Flag Procedures

Yellow Flag

All cars stopping on a yellow, will be placed on the rear of Restarting line-up. An area will be designated (usually the pit area) for any work to be done during a yellow/red flag. Cars remaining on racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to yellow flag. Any car that goes one or more laps down while in the work area or pit area will be out for that event.

Any driver who works on his car or permits any other person (other than a track official) to work on his car on the racing surface, during a yellow flag, shall be penalized one lap.

If a car needs a second push off, after any cars have started, he will start at the rear of that race.

Any car that is involved in two unassisted yellow flags will be disqualified for that event. There will be one attempt at a green-white-checkered flag, if another yellow flag appears then the race will be restarted with the green and white flags displayed at the same time.

Red Flag

All red flags are closed unless opened by the Park Jefferson Competition Director. Cars that the red flag was thrown for and any other cars that change any tire will be placed at the rear of restarting line-up.

All others will get the position they were running in prior to flag, if ready to join restarting line-up when called provided they went to designated red flag work area.

It shall be the decision of the flag man and Park Jefferson as to what cars flags were displayed for, and their decision is final.

All Restarting line-ups will be single file after one lap with any lapped cars being placed in line-up.

Note: Any car changing any tire during red flag will be placed at rear also. (Wheel spacers may be changed if monitored by PARK JEFFERSON SPEEDWAY officials).

A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the payoff will be done in the same manner as a yellow or red flag realignment.

Procedural: Rules shall apply to all Tour Races and other Special Races and, are strongly recommended for all weekly, sanctioned shows, and if local track rules differ they should be made known to all participants.

Any driver who fails to display proper judgment when a caution or red flag is displayed will be subject to immediate disqualification for the night.

Section 2 - Engine Rules

1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).
2. No aluminum blocks. No Titanium in engines, excluding valves and valve retainers.
3. Injectors: 2 3/16 inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. Note: Larger injectors may be used, but sleeves a minimum of 3 inches in length must be installed in stacks above the Butterflies. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed.

Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed, No down nozzle injectors.

No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder.

Injection unit shall have one shaft operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.

Cylinder Heads

List of Cylinder Heads approved for PARK JEFFERSON SPEEDWAY competition is as follows:

- A. Chevy - #27-211
- B. Ford- #27-223
- C. Mopar- #27-222

Spec Heads: Brodix Chevrolet Style Heads part # 27-211 with ASCS stamp. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo.

During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Please note that the intake port is for a Fel-Pro #1206, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.

Spec Heads: Brodix Ford Style Heads part # 27-223 with ASCS. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing. Polishing will be allowed in the exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.

Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. ASCS checking fixtures to check the above specifications and dimensions will be used.

Valve angle and placement may not be altered in any way.
No welding of any kind, internally or externally, is allowed.

Guidelines regarding porting and polishing:

1. Intake port openings must match the following:

- A. ASCS Chevy- FP #1206 or equivalent
- B. Ford- FP#1262 or equivalent
- C. Mopar- FP#1213 or equivalent

1. Porting and polishing of intake ports is allowed with the following restrictions:

- A. All ASCS logos must remain completely intact.
- B. Pushrod area and intake openings must meet previous requirements and checking fixtures currently utilized by ASCS tracks.
- C. Valve spring pockets may not be welded or altered in any way with intent to relocate parts.

1. Absolutely no exhaust port relocation, raising, enlargement or reshaping of any kind.

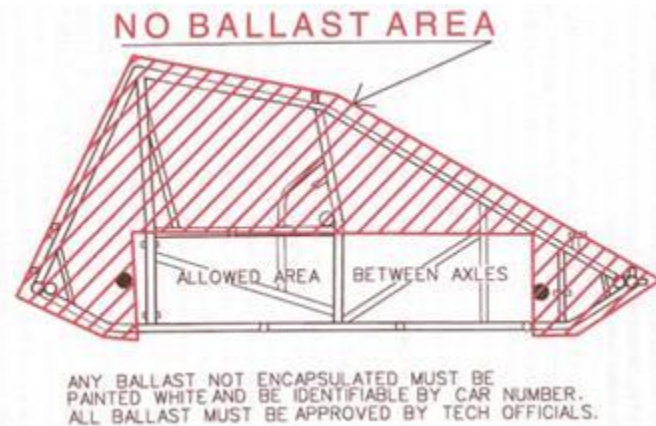
- A. Polishing is allowed as long as the original ASCS logo is not affected or port shape is not altered substantially.
- B. Valve spring pockets may not be welded or altered in any way with intent to relocate parts.

1. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

Any internally repaired ASCS spec head must be re-certified by Brodix.

1. All spec heads must remain within 1 degree of the original manufacturing.
2. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and moneys won, during the race which the infraction was found, and subject to a \$500 fine that must be paid to PARK JEFFERSON SPEEDWAY before reinstatement.
3. All oil pans must have inspection plug, pans without plug will be subject to pan removal at any time.
4. No Turban driven, Turbo or blower will be allowed.
5. Only two valves and one spark plug per cylinder allowed. No big blocks.
6. No computer operated or controlled parts, such as fuel injections, fuel systems, crank trigger switches in the cockpit, chassis adjusting systems, shocks, etc.
7. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle drive-line.
8. Any car changing a motor after taking an official green flag will start at tail of its qualified group of "A" Main cars. If the car is qualified for the "B" Main, the car will drop to the tail of the lineup.

Section 3 - Ballast Areas Allowed



Section 4 - Chassis Specifications

1. Weight Rule: Weight rule is 1475 lbs., including the driver, at the conclusion of the race. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event. Bolt-on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration above)

2. Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No dirt champ cars. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Minimum wheel-base of 83 inches, maximum wheel-base of 90 inches. No pieces may be added to the frame so as to resemble, imitate or be specifically designed to deflect, trap or form a wind break of any nature, except those used to cool/protect the motor and braking system. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.
3. Fuel cell securely mounted with bladder mandatory. Tank used for qualifying heats must remain for all events.
4. No flammable liquids allowed in cooling systems. No fuel additives.
5. Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum frames, draglink, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Nerf bars must not be outside of tires. ***All cars must be equipped with a Draglink Strap. The strap must be of the same, or similar, construction as required Five-Point safety harnesses.***
6. All drive lines must be broken in the coupler or rear slider, fully enclosed and contains no more than one U-joint or C-V joint. No torque arm drive lines allowed. ***A safety strap or hoop that is securely attached to the chassis is required.***
7. Mufflers: TBA
8. Headers: Must be a minimum of .045.
9. Steel, Aluminum or Titanium brake rotors only.
10. Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a Raceceiver. No two way radios will be allowed. ***Any driver who willfully ignores orders given by PARK JEFFERSON SPEEDWAY officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.***
11. The maximum distance from the leading edge of the front bumper to the leading edge of the front torsion tube is a maximum of 8". The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 23 1/2 inches.
12. No hollow, tubular or drilled out bolts allowed.
13. The right side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.
14. The right side panel (armguard) will be permitted to extend a maximum of 7 inches as measured from the outside edge of the middle frame rail and must remain above the middle frame rail.

Section 5 - Wing Specifications

Top Wing: (see Illustration below)

- a) Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.
- b) Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
- c) No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one-inch wickerbill is allowed.

- d) Other than the slider mechanism, no moving parts allowed on or in foil structure.
- e) The 12-inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than ½ inch. There is zero tolerance on this ½ inch depth. It is suggested that the wing blue print specify 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the ½ inch specification. (This ½ inch measurement ensures that the belly/curl arc is gradual.)
- f) The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2½ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.
- g) Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable.

Front Wing: (see Illustration below)

- a) Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
- b) Center Foil shall be fully sheathed in aluminum. No vent holes allowed.
- c) Wicker bills up to 1-inch are allowed on nose wing, flat or dished.
- d) Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- e) The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
- f) Center Foil must be one piece. No split or bi-wings will be allowed.
- g) Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
- h) The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.

i) No moving parts allowed on or in foil structure.

j) The 5" section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 1/2 inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print specify 11/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8-inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).

k) The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches.

l) No rudders or fins on Front Wings.

Side Board Panels

a) All side board panels must be within an eight-degree plus or minus tolerance and be square to center foil.

b) Side panels may not be supported by braces whose section is not horizontal. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used.

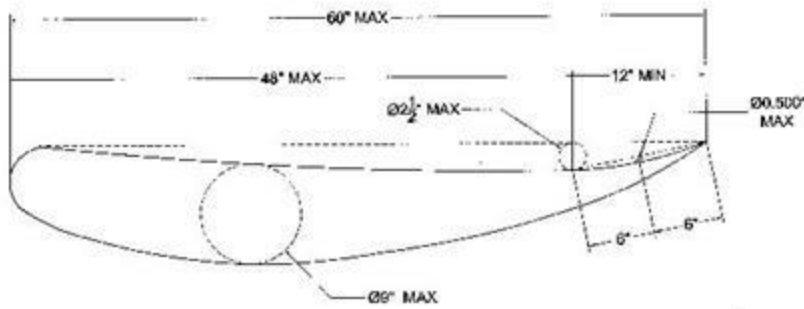
c) No aero section side panel brace material allowed.

d) No brace or support shall resemble a wicker bill or a split wing.

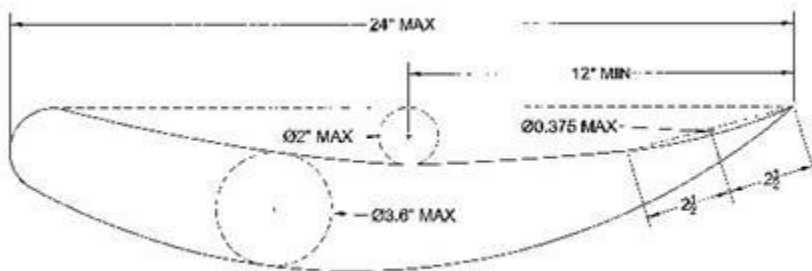
Top Wing, sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more than 1 1/4 inches on the top or bottom. Panels must be mounted parallel and square to the center foil with no more than 1 1/2" of turnout as measured from the Center Foil. Only two (2) corners on the 2/3 of each top wing side board will be permitted. Each corner shall be set at a 90° angle with no tolerance. The leading edge of the side board may not be behind the leading edge of the Center Foil.

Front Wing side boards maximum size, 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the side board front edge. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch.

Top Wing Diagram/Specifications



Nose Wing Diagram/Specification



Section 6 - Fuel

1. Methanol or Ethanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by PARK JEFFERSON SPEEDWAY officials. NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known. (Penalty for fuel infraction will result in forfeiture of all points and moneys won during event detected, and a fine up to \$1000 for first infraction. 2nd infraction subject to suspension up to 1 calendar year.)

Section 7 - Tires and Wheels –REVISED

MSTS Tire Rules, Right Rear must be Hoosier ASCS 105x16.0-15 Medium or Hoosier ASCS 105x18.0-15 Hard. Left rear tire must be Hoosier RC1/D12/H12/H15. All front tires must be Hoosier. No tire softeners allowed. Tires must durometer within factory specifications.

Section 8 - Safety

1. All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition.
2. RACEceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a RACEceiver. No two way radios will be allowed. Any driver who willfully ignores orders given by PARK JEFFERSON SPEEDWAY officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.
3. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. PARK JEFFERSON SPEEDWAY strongly recommends a five point hookup with 3 inch belts.
4. It is highly recommended, that the Steering Wheel is secured with a pull type, quick release hub or button style, quick disconnect. Use of removable pin style hubs is not recommended at all due to high risk of failure. It is the driver's responsibility to make sure the steering wheel is securely attached before entering the racing surface. Your safety is truly in your own hands.
5. PARK JEFFERSON SPEEDWAY utilizes Westhold Transponders for all scoring. Drivers are strongly recommended to purchase either the wired(orange) or wireless(yellow) transponders. In the event a driver does not have a transponder, they will be available for rent for \$10 at the track office.
6. It is strongly recommended that anyone who competes in any event sanctioned by the Park Jefferson Speedway (PARK JEFFERSON SPEEDWAY) to have Front Axle Tethers with the following part numbers from ButlerBuilt equipped on their Sprint Car:

- BBP 4922-225 - 2 1/4" Axle diameter complete kit
- BBP 4922-238 - 2 3/8" Axle diameter complete kit
- BBP 4922-250 - 2 1/2" Axle diameter complete kit

1. If utilized, a tether is required on both left, and right sides of the Front Axle. Tethers must be mounted from the Front Axle, just outside the Radius Rod hookups on both sides of the Front Axle, utilizing the aluminum mounting brackets provided by ButlerBuilt. Tethers must extend to the second upright of the frame and be attached below the front engine mounts. Tether must be attached with a slipknot around the upright. Crews cannot alter the intentions of the Axle Tethers.

Section 9 - Protest

1. Protest will be taken only from a driver or car owner and then only if the protest is in writing and accompanied by the appropriate protest fee in cash to PARK JEFFERSON SPEEDWAY officials.
In the event the protested car is found to be legal, the protest fee shall be given to the owner of the car protested minus a fee that shall be paid to the inspector.
2. All protest must be filed within ten (10) minutes after the completion of the last race of the evening. All protest shall be decided upon by PARK JEFFERSON SPEEDWAY or his representative. Any appeal of official decision must be filed in writing within ten (10)

minutes of notification with PARK JEFFERSON SPEEDWAY and forwarded to the PARK JEFFERSON SPEEDWAY

Protests can only be filed with Park Jefferson Speedway General Manager Rod Olsen

1. No protests will be accepted on judgment decisions.
2. In the event a car is protested and found to be illegal by the inspector, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended.

Protest Fees (Figures In Parenthesis Are Filing Fees)

1. Motor tear down (heads off) and cylinders inspected: \$1000 (\$100).
2. P & G fuel test \$1000 (\$100).
3. Other technical protest: \$200 (\$100).

Section 10 - Sportsmanship

Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved.

We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

Sportsmanship does not just pertain to activities at the track. Be aware that we do our best to present PARK JEFFERSON SPEEDWAY and its drivers in the best light possible. We expect our drivers to do the same. Remember what you say has weight, what you type has meaning, what you do has consequences. Think before you lash out.