

Lakeport – Ukiah Speedway

2014 Jammer Rules

An entry-level stock class of inexpensive and easy-to-build four-cylinder cars

1 General

1.1 Glossary 1.1.1

OEM

Original Equipment Manufacturer: Manufactured by the original manufacturer.

The part may not be modified in any way that affects the performance specifications

1.1.2 Stock

OEM or after-market with performance specifications that is comparable to that of the OEM part.

The part may not be modified in any way that affects the performance specifications.

1.1.3 Technical Discretion

Inspection and assessment according to the spirit and intended purpose of the rules. The spirit, intended purpose, and safety concerns will always override the current wording of the rules.

1.1.4 Abbreviations

OD Outer Diameter Tube or whole cross-section diameter measured from the outer edges.

ID Outer Diameter Tube or whole cross-section diameter measured from the inner edges.

1.1.5 Measurement Units

A double-quote 2" inches

A single-quote 2' feet

cc volume in cubic centimeters

Sound level 90dBA A-weighted decibels

A measure of sound weighted by how it affects the human ear. 0 dBA is barely not hear-able in a quiet room, and 140 dBA will cause pain.

1.2 Rule changes from the previous year are highlighted in gray (Spelling, wording, and format changes are not).

1.3 All rules are subject to Technical Discretion.

1.4 All parts must be OEM unless otherwise specified in these rules.

1.5

2 Model

2.1 Year 1968 to 2014

2.2 Wheelbase Maximum 103" ±1/2"

Truck maximum 105" ±1/2"

2.3 Includes Domestic or foreign:

Station wagons

Compact sedan

Two (2) or four (4) passenger coups

Two (2) or four (4) passenger trucks

Rear wheel drive cars and trucks okay but must be cleared by management prior to construction

2.4 Excludes Pintos, VW Bugs, Mustang II, Carmagia, Dautson 510, Exotic Sports Cars

3 Weight

3.1 Minimum Total

3.1.1 Subject to technical discretion

3.2 Maximum Left Side Subject to technical discretion

3.3 Weights

3.3.1 Each 0 – 100 lbs. of weights must be secured to the car with either two (2) 1/2" bolts or four (4) 3/8" bolts..

3.3.2 Must be painted white and clearly marked with the car number.

4 Chassis

4.1 Must be Uni-body.

4.2 No tube chassis.

4.3 Uni-body sub-frames may not be altered or stretched.

4.4 The Uni-body may be reinforced with box tubing (maximum 2" and 0.095" thick) located in a straight line between the front and rear sub-frames.

4.5 Front and rear hoops are optional. If used, they must be made from material no larger than 13/4" OD 0.095" thick tubing and may not protrude past the bumpers.

5 Suspension

5.1 All suspension mounting brackets must be of stock components and in stock location for make and model.

5.2 Upper strut mounts cannot be moved. May brace from strut tower to strut tower.

5.3 All springs must be stock. Spring Rubbers Okay.

5.4 All shocks must be stock. After Market struts okay

5.5 Sway Bar

5.5.1 After market sway bars okay, must be mounted in stock location..

5.5.2 All thread allowed.

6 Body

6.1 Manufacturer

6.1.1 The body manufacturer must be the same as the chassis (Toyota to Toyota, Ford to Ford, etc.).

6.1.2 Interchange of body parts within the manufacturer's line is allowed.

6.1.3 Parts may be fabricated, but must match the body type and retain stock appearance within the manufacturer's line

6.2 Appearance

6.2.1 The body must maintain a stock appearance.

6.2.2 No chopped tops.

6.2.3 Anything that may shatter or break off during the normal course of racing, such as lights and their socket assemblies, all chrome and trim, or plastic grills must be removed.

6.2.4 Track officials reserves the right to reject any exotic or non-stock appearing bodies.

6.3 All skin parts must be made out of the same material with the same thickness as the OEM part.

6.4 Any open-able or removable part (hood, doors, trunk lid, etc.) must be secured to the car (chained, bolted, pinned, etc.).

6.5 Wheel openings may be cut a maximum of 2" from the tire, and should be rolled under to avoid exposed edges.

6.6 After market rear spoiler okay subject to tech discretion.

6.7 Front and rear bumpers are required and must be stock.

6.8 Side Rub Rails

6.8.1 Optional single horizontal 1 1/2" OD .095" thick square or round tube for each side to protect the bodywork.

6.8.2 Must be mounted flush to the body.

6.8.3 End mount points must be within 6" from the end of the bar.

6.8.4 Ends must be closed and angled or turned into the body.

6.8.5 No sharp edges or protruding ends that might be hooked.

6.9 Windows

6.9.1 All window openings must remain stock size.

6.9.2 Windshield

6.9.2.1 Must be safety glass, lexan, or 1/4" to 3/4" metal screen mesh.

6.9.2.2 Must be braced by an inside vertical metal strap at least 1" wide x 1/8" thick mounted as close as possible to the center of the windshield.

6.9.2.3 Safety glass or lexan must be additionally secured by 4 brackets a minimum of 1" wide x 4" high x 1/8" thick.

6.9.3 Door windows may not be covered or obscured by anything other than safety netting (see 17.2.8).

6.9.4 Rear-quarter window openings may be covered.

6.9.5 Rear window of Lexan or 1/4" to 3/4" metal screen mesh is optional.

6.10 Paint

6.10.1 Any images or content visible on the car is subject to the approval of the track officials.

6.10.2 The paint scheme, images, and lettering must be done in a neat and professional "Racing Paint Job" style.

6.10.3 Car Numbers

6.10.3.1 Must be a contrasting color and easily readable by the track officials. Do not use reflective or silver paint or tape (like duct tape) as it can not be seen at night.

6.10.3.2 Top (oriented to the right side) and side numbers must be at least 18" high with a line width of at least 4".

6.10.3.3 Front and rear numbers are required and must be at least 6" high with a line width of at least 1".

7 Roll Cage

7.1 The purpose of the roll cage is to protect the driver from injury during a crash, and not to stiffen the chassis.

7.2 Material

7.2.1 Roll bar tubing at least 1 1/2" OD .090" thick.

7.2.2 No galvanized or black pipe.

7.2.3 The design, materials, construction, and welds of each roll cage is subject to Technical Discretion.

7.3 Design

7.3.1 A full four-point cage over and around the driver.

7.3.2 One (1) dash bar.

7.3.3 Two (2) bars from the top rear of the car to the rear frame or trunk floor.

7.3.4 Any additional roll cage bars are optional, but the design, constructions, and materials are subject to technical discretion.

7.3.5 Doors Bars

7.3.5.1 Three (3) horizontal and two (2) vertical bars on the driver door.

7.3.5.2 The door inner panels may be removed to fit the door bars, but the bars must be flush with the inside of the exterior skin.

7.3.6 Door Plates

7.3.6.1 The driver sides must have door plates installed between the door bars and the door skin, made from at least 1/8" (0.125") thick steel

7.3.6.2 Must at least completely cover the door bar openings from the top to the bottom door bar, and from the rear to the front upright posts.

7.3.6.3 If welded to the door bars, can be separate and must have 3" of weld for every foot.

7.3.6.4 If bolted to the door bars, must be a single plate and mounted with at least 6 grade 53/8" bolts.

7.3.6.5 Must be visible from the interior for inspection.

7.3.7 Gussets for all pipe and tubing angles are optional but **strongly** recommended, and may be required by technical discretion.

7.3.8 Extra safety bracing allowed.

7.4 Unibody Mounting

7.4.1 Each upright post can be welded to a foot plate – minimum 1/4" thick 4" square. The foot plate must be bolted through the pan to another foot plate underneath with a minimum of four (4) 3/8" (grade 5) bolts.

7.4.2 Each upright post can be welded to the stiffening box tubing between the sub-frames (see §4.4).

8 Engine

8.1 Any engine to any chassis within manufacturer's line (Toyota to Toyota, Ford to Ford, etc.).

8.2 Four (4) cylinder only. No turbo engines.

8.3 All engine components must be stock.

8.4 Engine must remain in stock location for make and model.

8.5 Firewalls may not be moved or altered.

8.6 Stock production cylinder head only. No shaving, enlarging, polishing or grinding of head ports. No aluminum heads other than stock.

8.7 Stock flywheel only.

8.8 Intake and exhaust manifolds must be stock, with no match porting, grinding, or polishing of the head.

8.9 Fuel Delivery

8.9.1 Any OEM carburetor.

8.9.2 Must have at least two throttle return springs anchored in two different locations in opposite directions.

8.9.3 Must be stock or aftermarket fuel pump.

9 Fuel and Fuel System**9.1 Fuel**

9.1.1 Gasoline only.

9.1.2 No Nitrous (N²O), or any other fuel or combustion additive.

9.1.3 Aftermarket air cleaners ok.

9.2 The stock gas tank may be used in the stock location, but a fuel cell located in the trunk behind a firewall is strongly recommended. If stock fuel tank is located behind rear axle the stock fuel tank must be relocated to inside car in area behind driver and enclosed in a steel can. It is preferred there be a fire wall between the driver and the fuel tank.

9.3 The gas cap must be clearly marked with the car number.

10 Radiator / Cooling System

10.1 One radiator only, mounted in front of car.

10.2 Adequate radiator catch tank mandatory. Minimum 1/2 gallon capacity. Plastic jug (i.e.: anti-freeze or detergent container not acceptable).

10.3 Positively No antifreeze or coolant. Water Wetter Ok.

10.4 No cooling or filter systems allowed in driver's area.

11 Electrical System**11.1 Battery**

11.1.1 If mounted in the driver's compartment, must be enclosed inside a covered and vented box that is mounted on the floor.

11.1.2 The battery box must be mounted with at least two (2) 3/8" or larger bolts attached to at least a 1 1/4" x 1/8" metal strap across the top.

11.2 Race Recievers are required/No other communication devices are allowed.

11.3 Transponders

11.3.1 Must be located inside under hood near fire wall, subject to technical discretion.

11.3.2 To pass technical inspection, the transponder must be in place prior to inspection and must remain in working condition for the rest of the event. Measure and adjust your transponder mount before every event.

11.3.3 If the bumper-to-transponder distance changes for any reason (like damage, repair, or modification), either the front nose or the transponder mount must be adjusted to re-establish that distance before every event.

12 Steering

12.1 Steering must be stock for make/model of chassis.

12.2 Steering box must remain in stock location.

12.3 Must have the stock steering column with the steering lock removed. May have quick disconnect installed for steering wheel.

13 Drive Train

13.1 Stock type clutch and pressure plate. No racing clutches or pressure plates.

13.2 Transmission

13.2.1 Must be stock for make and model.

13.2.2 Automatics OK

13.2.3 Reverse gear required.

14 Rear End 14.1

Stock.

15 Exhaust System

15.1 Tail pipe must extend past driver's seat and be securely fastened. No turn downs. After market exhaust ok.

15.2 Any muffler meeting sound level of 90 DBA at 100' allowed.

16 Wheels

16.1 Stock rims only.

16.2 Each wheel must have stock brakes in good working order.

16.3 Tires

16.3.1 No wider than 185 Series

16.3.2 No Smaller than 60 Series

16.3.4 Tread wear will be 300 or harder.

16.3.5 Must be a \S, T, U, H Speed rating.

16.3.5 No altering, conditioning, or softening.

17 Safety Requirements

17.1 All safety equipment is subject to technical discretion.

17.2 Interior

17.2.1 Full stock firewall and fire shields to completely separate driver from trunk and engine compartment are required.

17.2.2 Full stock floor pan required.

17.2.3 The interior compartment must be completely sealed from the track with no open holes in the floor.

17.2.4 All padding must be resilient and effective.

17.2.5 Roll cage bars around the driver must be padded.

17.2.6 The steering wheel center must be padded.

17.2.7 The driver window must have SEMA approved window nets mounted securely and for quick and easy removal from either the inside or the outside.

17.2.8 Must have a fire shield between the drivers compartment and the fuel cell compartment made from at least 24 gauge sheet steel.

17.2.9 A motor kill switch must be installed, clearly marked, easily identifiable, and easily accessed by the driver or anyone reaching through from the driver or passenger window.

17.2.10 Must have at least one (1) fire extinguisher of at least 2 lb., or a commercial fire system, mounted in easy access of the driver and passenger, and with gauges or status indicators readable from either the driver or passenger window.

17.3 Driver Equipment

17.3.1 Must have an aluminum racing seat with a padded head rest no more than 4" from the driver's helmet, and with the back secured to the roll cage.

17.3.2 Head and neck restraints are strongly recommended.

17.3.3 Must have a 5 point SEMA approved racing harness with at least a 3" wide lap belt, 2" wide shoulder harnesses, and a crotch strap. Must be directly secured to the roll cage. No chain extensions are allowed. The shoulder harnesses must be mounted with stress point at shoulder height.

17.3.4 All belts must have the manufacturer's date tag, be no older than five (5) years, and in good and serviceable condition.

17.3.5 The driver must wear a 1995 or newer Snell approved racing helmet with goggles or a face shield.

17.3.6 The driver must wear an SFI approved fire suit in serviceable condition. There can be no holes or rips.

17.3.7 Fire proof gloves and shoes are strongly recommended.

18 Policy Statements

18.1 Any modifications not covered in these rules will not be allowed unless approved by Speedway Officials

18.2 Equipment will not be considered legal simply because it went through inspection unobserved or because a rule has not been written against it.

18.3 Cars are subject to inspection at any time.

18.4 Officials reserve the right to confiscate and hold any parts and/or equipment not conforming to the rules

18.5 Officials reserve the right to judge, decide, and establish what constitutes a legal part of car.

18.6 Weight may be added or adjusted at any time to benefit or equalize the racing program.

18.7 OFFICIAL'S DECISIONS ARE FINAL

19 Domination Rule

19.1 Any car is subject to adjustment by the officials to help equalize competition.