



2023 Jeepspeed Challenge Class (1700) Rules

Commencing: January, 1 2023.

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Auto racing is a dangerous sport and may result in injury, or death. Your participation is entirely voluntary and Jeepspeed will accept no responsibility for consequences from your participation in the Jeepspeed Challenge or any other Jeepspeed selected events. All participants must complete and sign a waiver of liability and release forms before participating in Jeepspeed selected events.

1.0 DEFINITION: Jeepspeed Challenge Class 1700. The Jeepspeed Challenge is for short wheelbase Jeeps with 6 Cylinder and 4 cylinder engines, excluding Pentastar DOHC engines which must run Jeepspeed Class 2700. Vehicles must be stock wheel base +/- 2" not to exceed 110.5". (Grand Cherokee WK 108.5, +/- 2") Short w.b. Comanche pickups will be permitted at stock wheelbase +/- 1" but rear wheel travel will be restricted to 10". Two door Wrangler JK models will be restricted to the 3.8 OHV engine Any option combination (2-door, 4-door, 2-wheel-drive, 4-wheel-drive, 4-cylinder, V6, inline 6, manual transmission, automatic transmission, etc.) is acceptable, as long as it was available from the manufacturer in that configuration. Jeeps with independent front suspension must use original model 6- cylinder engine, original transmission and original transfer case as supplied by the manufacturer. Wheelbase will be measured at stationary ride height. All Vehicles must conform to the race sanctioning body's rules. Smog equipment may be removed for competition, unless required by the event organizer. Highway registration and insurance may be required for rally events. Any Jeepspeed rule can be changed without notice at the sole discretion of Jeepspeed. Every effort will be made to give due notice. Major components, such as suspension kits, must be readily available to the general public through our approved supplier list. Unless a modification is allowed or component listed as open herein, that part must remain original. Any component or assembly can be strengthened by adding material, but the original must remain intact. Chassis and suspension components may be replaced or substituted as described in these rules. No expressed or implied warranty of safety shall result from publication of these rules. They are intended as a guide for the Jeepspeed Class 1700 and in no way guarantee against injury or death to participants, spectators, team members or others. The driver of record is responsible for the race worthiness and safety of the vehicle. The fact that a vehicle has been allowed to run in the Jeepspeed Series' does not necessarily mean that the vehicle is in compliance with these rules or that it is safe to operate. Jeepspeed, its members, officers, or staff assume no responsibility, legal or otherwise, for failure or malfunction of any product of manufactures listed in these rules.



2.0 SANCTIONING BODY REGULATIONS: Jeepspeed rules do not in any way replace or modify the competition and safety regulations issued by the race organizer or sanctioning body. Stock or Production class rules will apply in Jeepspeed Class 1700 unless modifications are specifically allowed herein. This does not necessarily mean that any organizer will allow you to run in the Stock or Production classes (in the event that they do not have a Jeepspeed specific class), but you will still be held to the rules for those classes. Starting order will be selected by the race organizer. Jeepspeed is not responsible for the safety and mechanical condition of any race vehicle. Prior to competing in any given season teams can designate a Driver of Record and a Secondary Driver. Driver of Record is responsible to ensure all team members sign all waivers and releases before the event. The Driver of Record or the designated Secondary Driver must drive the race vehicle either off the official start or across the finish line of the event to gain Championship points, prize money or awards for the Driver of Record. The only exception is if the driver of record is injured during the race and is unable to continue during the event safely. *Note. If the driver of record has signed all releases and picked up an armband but did not start the race and the vehicle does not finish the driver of record will still receive any points or awards due to him/her. Driver of record must present the vehicle to the Jeepspeed race representative at the Jeepspeed booth at pre-race contingency for verification of Jeepspeed rules conformity. Driver of record, co-drivers and pit crew must also sign all Jeepspeed waivers required before starting the event. Failure to comply will exclude the team from participating in Jeepspeed Classes. If any Jeepspeed team goes through race organizers late tech, or outside published time, that team must also comply with the above before being allowed to race in a Jeepspeed class. The Jeepspeed Association only describes the specifications of the competition Jeep vehicles. The approval of safety equipment and technical inspections will be the responsibility of the event organizers or sanctioning body. The vehicle owners, drivers and passengers assume any and all risks and liability arising from the construction and use of their vehicles. There is a \$150 registration fee for the issuance of a permanent race number. There is a \$100 per year renewal fee to retain that number. This registration expires Dec 31st of each year. Competitors are notified that it is expressly agreed that Jeepspeed Association LLC, Totally Jeepspeed Inc and Jeepspeed, its officers, directors, agents, sponsors and employees have no liability, joint or several, to anyone for the results of any occurrence during participation with race teams. This release of future acts of negligence is given with the intent to waive the protection of Cal. Civil Code 1541 which would have protected your right to have asserted claims about which you do not know. Code of conduct Jeepspeed requires that registered competitors and their team members will not engage in any conduct that can be deemed harmful to the goals and reputation of Jeepspeed, its officers, its sponsors and race promoters. Such breach of conduct at Jeepspeed events, at social conventions, on Jeepspeed website or at any time whilst displaying Jeepspeed or Jeepspeed sponsor decals on clothing or automobiles could lead to Jeepspeed Championship point penalties or exclusion from Jeepspeed events solely at the discretion of Jeepspeed. All vehicles must maintain an appearance of paint and bodywork that is acceptable to Jeepspeed's professional image. Jeepspeed reserves the right to accept or decline team entries.



3.0 PROTESTS, RULE VIOLATIONS, AND PENALTIES: No official protest concerning fellow Jeepspeed competitors is to be lodged with the race organizer without first being submitted to the official Jeepspeed representative at the event. If the involved parties cannot resolve the situation, then it can only be submitted to the race organizer after it is countersigned by the Jeepspeed representative. Keep in mind that many race organizers require a substantial fee for filing an official protest. It is the registered competitor's responsibility to have read and understood all rules. A \$300 fee will be required to protest another vehicle relating to Jeepspeed specification rules. This fee must be submitted to the Jeepspeed representative at the event at the time the protest is lodged. On occasions a Jeepspeed Competition Review Board may meet with the Jeepspeed representative directly after the finish of the event. This Review Board will assist the Jeepspeed representative regarding rule infractions and penalties. Infractions or non-compliance of the Jeepspeed specification rules may result in a warning or punishment at the discretion of the Jeepspeed representative at the event. A warning may consist of a Fixer Ticket, which would require the vehicle to be within compliance of the rules prior to starting the next event. A minor punishment may include loss of points, loss of one or more finish positions, and or loss of any prize and contingency monies. A major punishment may include disqualification from the event, from a number of subsequent events, and/or a total ban from all future Jeepspeed events. The decision of Jeepspeed will be final. Event organizers and race sanctioning entity will be responsible for enforcing all event and vehicle safety regulations and posting official race results. Driver of record is responsible to ensure all team members sign all waivers and releases before the event. Driver of record or designated secondary driver must drive the race vehicle either off the official start or across the finish line of the event to gain Championship points, prize money or awards. The only exception is if the driver of record is injured during the race and is unable to continue during the event safely. **Note. If the driver of record has signed all releases and picked up an armband but did not start the race and the vehicle does not finish the driver of record will still receive any points or awards due to him/her.*



4.0 CLASS RULES: If the rules do not specify that a modification can be made, then it cannot. Jeepspeed retains the right to change or modify the rules at any time. Jeepspeed will do its best to give competitors fair notice of any changes.

4.1.1 Body:

4.1.1.1 Stock body only. All body panels must retain original dimensions and material type (except front fenders, hood and fender flares). No internal body structure may be removed unless noted herein, except to allow passage of roll cage tube where the hole must be welded closed using material of the same thickness removed. The stock rear upper shock mount crossmember may be removed or modified for installation of the under-floor fuel cell. Stock seams may be re-welded, and material added for strength. Cherokee XJ and Grand Cherokee ZJ the rear cross member at the rear of the floor may be removed and reinstalled 2" further back in order for a Jeepspeed under-floor fuel cell to clear the rear axle differential. The fuel cell may be sunk into the floor with 1" clearance. If the unibody, chassis or body is repaired for damage or metal fatigue, the repaired area must be the same shape as the original and the material used must be at a minimum the same weight and gauge as the original material.

4.1.1.2 Front fenders and hood may be replaced with units of any material. Fenders may have additional flare and wheel arch, but must have the basic appearance of stock Jeep model body lines. Jan 2019 update. Front bumper open. Front end of the body shape may be updated. i.e.: 2001 XJ on 1991 XJ. This is the hood, fenders and grill, but the chassis must remain original.

4.1.1.3 Front inner fender wells may not be modified on unibody models, except for removing or reforming the stock internal lip spot-welded seam, or for remote reservoir shock hoses.

4.1.1.4 Rear factory fender flares may be removed. Wheel opening lips may be trimmed flush with the rear fender wells, but the fender wells may not be modified except for shock absorbers to pass through. This modification must be kept to a minimum and only allow passage of the shock absorbers. Oversize holes must be filled with material of the same type and thickness as original, and in the same position, prior to weatherproofing. Short wheelbase Wranglers may modify wheel opening to facilitate allowed wheelbase extensions.

4.1.1.4.1 Wrangler and CJ specific. Maximum wheelbase at stationary ride height 105.4". This is stock Wrangler TJ Unlimited or CJ Scrambler dimension +/- 2". Short wheelbase CJ, YJ, TJ and JK models may be extended to this dimension using identical grade chassis and body materials or by relocating rear spring mounts, or moving front axle forward maximum distance of 2" see rule 4.1.1.7. The chassis may be modified beyond the original spring bucket but not removed. When extending the wheelbase of Wrangler JK models the rear wheels may not protrude beyond the original body.

4.1.1.5 Wheelbase will be measured at stationary ride-height.

4.1.1.6 Maximum track width front and rear is 78.5 inches measured to the outside of the tire side walls at the widest point excluding lugs. Independent front



suspension models, and 2 door Wrangler JK must have stock track width measured wheel flange to wheel mounting flange surface.

4.1.1.7 The measurement of the front axle centerline to the back of the B-pillar must remain stock +/- 2".

4.1.1.8 Front and rear bumpers are open. Bumpers can be augmented with a front brush guard and rear nerf bar. Steel front bumpers may be narrowed to the inside edge of front tires. Late model plastic stock bumpers may be replaced by steel aftermarket bumper. Stock roof rack may be removed.

4.1.1.9 Driver and front passenger doors must remain functional. Interior door panels and window regulators may be removed. Rear tailgate is optional. Roof, rear quarter panels and hood may be detachable but must meet all other rules and be approved by Jeepspeed and race sanctioning body.

4.1.1.10 All glass is optional. If the windshield is removed upper and lower wind deflectors must be installed with a minimum height of 4". These deflectors will be used by Jeepspeed sponsors. Wranglers must retain the windshield frame in an upright position.

4.1.1.11 Grille, headlights, tail lights, must remain stock and functional. Headlights may be replaced with non-D.O.T. lights for off-road events, but must remain relatively stock in appearance. The one-piece Hinson/Jeepspeed front grill assembly is approved for Cherokee XJ models.

4.1.1.12 Hood must be positioned in stock location, and nothing may protrude through it. Holes may be cut through the hood for increased cooling, but must not exceed a total of 36 square inches. Hood may be re-formed for additional engine bay clearance, but hood scoops and cowl induction are not permitted. Rear of the hood may be lifted maximum 2" for additional cooling.

4.1.1.13 Complete dashboard is optional. Aftermarket steering wheel with quick disconnect is allowed. It is recommended to remove the steering lock from the column.

4.1.1.14 The following decals must be included on the vehicle: Series sponsors on upper and lower windshield deflectors. Series sponsor logo must be readable in photo images. Jeepspeed Banner Decals on both sides. Tire Manufacturer Decals on both sides front fenders. Wheel manufacturers decal on both rear fenders. Jeepspeed Number plate on both front doors. From time to time competitors will be required to run additional decals.

4.1.2 Wheels and Tires:

4.1.2.1 Mandated YOKOHAMA TIRES (Maximum tire size 33"diameter)
Yokohama decals must be displayed (see jeepspeed diagram)

4.1.2.2 Wheels - Open

4.1.3 Front Suspension:

4.1.3.1 Stock frame lower front control arm brackets may be cut, bent, modified or removed from the unibody on beam axle models. Suspension components must attach to the four control arm brackets on the front axle.



4.1.3.2 Axle control arm brackets may be strengthened by adding material. Axle control arm bracket bolt centers must remain within a 2" radius of the original mounting position relative to the axle centerline of the vehicle on which the axle is now mounted. Front beam axles can be utilized from any model that runs in Class 1700 but must meet outside track as in rule 4.1.1.6.

4.1.3.3 Any manufacturer suspension mass produced kits, parts and components from our approved list of vendors may be used provided it has a part number and is readily available to the general public. Kit components must be installed per manufacturer's instructions. Sub frames or relocation brackets are permitted and may be welded in place after installation per manufacturer's instructions. Suspension brackets and components may be strengthened by adding material. Bushing, Johnny Joints, Heims may be replaced or upgraded. Components from differing suppliers can be used on one vehicle. Manufacturers are to contact Jeepspeed for approval. Must use suspension kit or components from a Jeepspeed approved manufacturer. Companies currently approved include Currie Ent., Skyjacker, Rusty's Off Road, Rubicon Express, Full Traction, Poly Performance, Fabtech, T&J Performance, Jeepspeed Products, Rancho, ZONE off road, Rough Country, TrailMaster, ProComp, BDS, Rock Krawler, Nth Degree, Clayton Off Road, Teraflex, Radflo, King, Icon, Fox, Bilstein, Synergy MFG. American Motorsports, Swayaway, Artek. Genright.. ...NOTE, other manufacturers are encouraged to apply for approval

4.1.3.4 Maximum front wheel travel is 10". This will be measured with the vehicle jacked up so both front tires are off the ground and the frame supported. Wheels and tires must be left in place, and limit straps must be fully extended. On beam axle models the suspension travel will be considered the vertical distance from the metal bump stop pad on the axle to the metal bump stop bracket /pad on the frame, not including the rubber, plastic or urethane bump stop. On IFS models the front wheel travel will be measured at the center line of the front spindle as the suspension is stroked through its travel from metal stop to metal stop. The length of the shock absorber shaft will not be used to calculate or measure wheel travel. Suspension travel may be checked before or after an event. Competitors are responsible at all times for providing the correct jacking devices for their jeep in the technical inspection area prior to the race as well as in the winners impound area after the race to enable race officials to check wheel travel.

4.1.3.5 Limit straps must be used on both ends of the front beam axle. They must be located in a vertical plane toward the outside of the centerline of the frame rails. The straps must mount to the axle on or forward of the vertical centerline of the axle, and the upper mounts must lie vertically above or forward of the lower mounts. Straps must be double layer and be manufactured by a name brand supplier. IFS limit strap location is open but must restrict travel to 10" and front shocks may be removed to check travel measurements.

4.1.3.6 Springs are open (diameter, rate, length, etc.) but the upper spring mount must remain in the stock location and the lower spring mount must be within 2" of the original location. IFS models may use approved aftermarket direct bolt-in coil over shocks utilizing factory upper mountings. CJ and Scrambler specifically must use front and rear leaf springs with shackles not to exceed 6" eye to eye.



4.1.3.7 Shock rules: A single shock absorber per side is allowed with a maximum diameter of 3" with no form of bypass, or 2-1/2 inches with external or internal bypass or adjustment. Currently, the largest actual outside diameter of a commercially available 2-1/2 inch shock body is 2.65 inches, and this will be the maximum allowable measured diameter. Shocks or reservoirs with cooling fins will be measured at the base of the cooling fin. Rate adjusters or anti cavitation adjusters may be added to reservoirs. The upper shock mount must be in the approximate stock location and must not protrude through the inner fender well into the engine compartment (except for only the stock pin-type upper shock mount if used). The upper shock mount may be strengthened by adding material. The lower shock mount is open, but must mount to the axle and not the control arm on beam axle models. On IFS models the lower shock mount must attach to lower A arm within 2" of original position. Remote reservoirs are allowed with a maximum diameter of 3" and a maximum length of 16", and may only utilize a single hose for fluid attachment to the shock (no double-hose recirculating systems). Liquid cooling of shocks and reservoirs is not allowed. YJ Wranglers may use TJ front suspension kits or XJ front axle/suspension conversion kit (currently approved kit from Warrior Products.).

4.1.3.8 If applicable a stock concept panhard (or track) bar system must be used. Panhard bars and brackets are open. Aftermarket or stock brackets may be strengthened by adding material.

4.1.3.9 Bump stops are required to attach in the original locations and may be of any material. Air/Hydraulic bump stops are allowed. Mounting locations on frame may be modified only enough to allow mounting of new bump stops, but bump stop angles may be changed. WJ Grand Cherokees must install front hydraulic or air bump stops in the same location as XJ, TJ and ZJ models i.e. inside the front coil, or, may use the original factory rubber bumps or aftermarket urethane bumps in the original locations. WJ models can place hydraulic bump stops inside rear springs or use the original location for rubber or urethane bumps. On IFS models the front bump stop location is open.

4.1.3.10 Original type steering box or rack and pinion must be used but may be modified and must be mounted in stock location using the stock mounting holes; however the mounting area may be strengthened by adding material. Steering quickener box may be added and the steering shaft modified or replaced as necessary. Steering components (tie rods, tie rod ends, pitman arm, track bars etc.) are open. The steering system must remain stock concept OF tie rod and drag link or rack and pinion (i.e. no remote steering, bell cranks, etc.). Power steering pump and reservoir is open, and fluid coolers and filters may be installed. I.F.S. models must use stock rack and pinion steering. Beam front axles must use the stock concept of steering knuckles and ball joints. King pin steering is not permitted on straight axles.

4. 1.4 Rear Suspension:

4.1.4.1 Stock frame spring mounts may be strengthened by adding material or replaced but must remain in original location.

4.1.4.1.1 Stock rear coil spring mounts must be retained, but may be strengthened by adding material. Rear coil spring mounts may be relocated to accommodate wheel base changes allowed by the class rules for Wranglers.



4.1.4.1.2 Rear coil springs may be of any manufacturer.

4.1.4.2 Axle leaf spring brackets may also be strengthened by adding material, but must remain in original locations relative to axle centerline. Pinion angle may be changed from stock by rotating the spring bracket on the axle, but the spring must remain mounted over the axle using the stock mounting method. Short wheel base Comanche trucks can use the stock spring under configuration. Short wheelbase Wrangler spring bucket may be relocated to a long wheelbase 103.4" position. The frame may be notched but upper plain of the frame may not be broken. YJ Wranglers may install TJ rear suspension systems

4.1.4.3 Cherokee XJ, Wrangler YJ, CJ and Scrambler rear springs may be lengthened to a maximum 57.5" measured eye to eye through the arc of the main leaf, and must mount in the original stock manner under the frame and over the axle. Rates and capacities are open. Front spring mount may be moved forward 2.5" from the stock location. Rear shackles are open but must not exceed 6" eye to eye. Two single point or one three-point anti wrap bars may be used on the rear axle assy.

4.1.4.4 Maximum rear suspension travel is 12". This will be measured with the vehicle jacked up so that both rear tires are off the ground and the frame supported. Wheels and tires must be left in place, and limit straps must be fully extended. The suspension travel will be considered the vertical distance from the metal axle tube/pad to the metal bump stop mounting location/pad on the frame, not including the rubber, plastic, or urethane bump stop. Suspension travel may be checked before and after an event.

4.1.4.5 Limit straps must be used on both ends on the rear axle. They must be located in a vertical plane within 2" either way of the centerline of the frame rails. The straps must mount to the axle on or behind the vertical centerline of the axle, and the upper mounts must lie vertically above and behind the lower mounts. Straps must be double layer and be manufactured by a name brand supplier.

4.1.4.6 A single shock absorber per side is allowed with a maximum diameter of 3" with no bypass, or 2- 1/2 inches with internal or external bypass or adjustment. Currently, the largest actual outside diameter of a commercially available 2 1/2 inch shock body is 2.65 inches, and this will be the maximum allowable measured diameter. The upper shock mounts may be inside the passenger compartment, but minimal material must be removed from the fender wells or floor for installation. The lower shock mount is open but must mount to the axle directly (no remote mounted shocks). As an alternative: two shock absorbers per side are allowed with a maximum outer body diameter of 2 inches (2.15 inches actually measured body diameter), but these shocks must be mounted completely below the floor pan. Shock location is optional, but lower mounts must attach to the axle directly (no remote mounted shocks). Remote reservoirs are allowed with a maximum diameter of 3 inches and a maximum length of 16 inches and may only utilize a single hose for fluid attachment to the shock (no double-hose recirculating systems). Liquid cooling of shocks and reservoirs is not allowed. Anti-cavitation or rate adjuster may be added to reservoirs.



4.1.4.7 Bump stops are required in the original locations and may be of any material. Air/hydraulic bump stops are allowed. Bump stop mounting locations on frame may be modified only enough to allow mounting of new bump stops.

4.1.4.8 Must use rear suspension components from the approved suspension manufacturers. Rear track bar may be replaced by triangulated link systems. Rear upper arm kits may be modified to fit triangulated brackets on the rear axle.

4.1.5 Engine

4.1.5.1 Restricted to original equipment engines supplied to the original Jeep model. Any year model overhead valve or single overhead camshaft engine is allowed as long as it was originally available in that specific Jeep model. Until further notice double overhead camshaft engines must run in Class 2700

4.1.5.2 Maximum engine displacement is 4097cc (250 cu in.) This would allow a 4.0-liter engine to be rebuilt with .060 oversized pistons with a little extra for honing cleanup. Four cylinder and V6 engines may be bored and/or stroked to a maximum displacement of the same size. YJ Wranglers and CJ models that were originally sold with 4.2 liter engines will be permitted to run that engine with a carburetor. If a 4.2 is converted to late model 4.0 they must use late model fuel injection.

4.1.5.3 Stock block, and stock or steel replacement cylinder head must be retained. It may be bored, honed, decked, and otherwise machined as long as all other rules are adhered to. Stock block, and oil pan must be retained. All internal parts are open. No dry sump lubrication systems, but oil pan may be modified to increase capacity. 2.8 liter V6 engines may be replaced by a similar larger cubic inch GM crate motor with iron block and head castings similar to those used in Jeep XJ's. Maximum size 250 c.i.

4.1.5.4 Engines may be sealed after being checked in post-race tech. Any engines in the top 3 at any event may be checked or re-checked. In order to contain engine build costs Jeepspeed, at its discretion, may claim any other competitor's engine for the sum of \$4,000. This will be the long block assembly. Jeepspeed will have available, for sale, sealed Jeepspeed long block crate race motors for \$3,900. YJ Wranglers and CJ variants may use the original 4.2 engine with Carb. or use later 4.0 with fuel injection.

4.1.5.5 Fuel injection intake manifold must remain original factory unit from any version of the engine installed (i.e. any XJ, TJ, ZJ, WJ intake manifold may be used on a 4.0 L motor. YJ Wranglers may use later model systems). Manifold may be port-matched. Throttle body may be replaced with any 4.0 Mopar or aftermarket unit, or the pre 2001 Jeep/Mopar 4.7 unit, all with a maximum I.D. of 62mm at its narrowest point. The approved 4.0 units are any unit designed and sold specifically for the 4.0 engine as direct bolt on throttle body that matches either the early Renix 3 bolt manifold or the later Chrysler 4 bolt manifolds. The only adaptor plates that are approved are adaptors specifically sold to install the Chrysler late model throttle body onto an early Renix intake manifold, or adaptor plate to install the pre 2001 4.7 TB to 4.0 intake manifold. Throttle body spacers that utilize the stock factory bolt pattern are permitted. Early V6 and 4-cylinder engines which came originally carbureted may use any intake



manifold and single carburetor combination, or aftermarket single body fuel injection (multi-point injection not permitted). Late model Jeep factory stock multi-port injection system with 62 mm maximum throttle body internal diameter is allowed on 4 cylinder models. Late model V6 engines must use a stock throttle body.

4.1.5.6 Injectors may be of any size, but must fit into the intake manifold without modification. Aftermarket ECU and ignition systems with a retail price below \$2950 are allowed. Competitors may be asked for proof of purchase. Fuel pump(s) and filters open.

4.1.5.7 Air filters are open but may not protrude through hood, grille, or fenders. They may be located inside the cab with a minimal entrance through the fire wall.

4.1.5.8 Exhaust may exit anywhere as long as it does not allow fumes to enter the vehicle. Any header is allowed.

4.1.5.9 Engine must be in stock location +/- 1. Motor mounts are open. **4.1.5.10** Engine radiator is open but must be in stock location +/- 1.

4.1.5.11 Only unleaded street legal pump gas from normal retail outlets with a maximum of 100 octane may be used. Fuel must be clear in color. Clear color SUNOCO GTX 100 octane unleaded is permissible. If Sunoco cannot supply clear fuel at any event you must provide proof of purchase of 100 octane unleaded and this must be confirmed in writing by Sunoco to the Jeepspeed representative at that event. E85 and/or additives or octane boosters are not permitted or. Any gas that is colored is not legal.

4.1.6 Drive train. All Wranglers must be 4x4, and capable of being driven in 4-wheel drive at the start of the event.

4.1.6.1 Transmissions. Restricted to factory original equipment transmissions, transfer cases, supplied with Jeep 6-cylinder models delivered in the United States that are permitted in this race series. Any year model components are allowed, as long as they were supplied in a 6 cyl Jeep from 1984.

4.1.6.2 Transmission may be any model offered with any Jeep 6-cylinder model since 1984, manual or automatic. Internal components may be modified, but cases must remain as delivered. NOTE ...4.1.6.2. Transmissions allowed with inline 6-cylinder engines will now include Mopar 727 Torqueflight, and GM Turbo 400. These transmissions were available in 6 cyl AMC 4.2 Grand Wagoneers and J series trucks, so bell housing bolt pattern is not a problem The rationale being more miles between rebuilds, lower cost of rebuilds, and increased reliability therefore saving money. Vehicle must use a transmission that came with the compatible block. i.e. Only late model V6 can use late model trans. These 727 and Turbo 400 larger transmissions may require reforming the floor on some models. Any changes must be made with the same weight and gauge material. Clutches, torque converters, and oil coolers are open. All IFS models permitted to run in this series must use the original transmission.

4.1.6.3 Transfer case (if used) may be any model offered with a Jeep permitted in this class. Internal components may be modified, and low range components removed, but the case must remain as delivered. Slip-yoke eliminator kits may be installed, as long as the kit is readily available to the general public.



4.1.6.4 Front and rear axle assemblies are open but must retain the original axle concept. Gears, differentials, and axles are open. Axle housings may be strengthened by adding material. Two-wheel drive beam front axle assembly must remain stock tube concept but may be strengthened by adding material. Models with independent suspension may use all stock components but material may be added following the original contour of the original part, or may use Jeepspeed approved aftermarket IFS suspension kits.

4.1.6.5 Brakes must be street legal components. Pads and shoes may be of any manufacture and material. Rotors may be cross-drilled and or grooved. Anti-lock fuse or relay may be removed, or anti-lock system removed altogether. Iron rotors must be used, and calipers are restricted to a maximum of 4 pistons each.

4.1.6.6 The following items are open: transmission and transfer case mounts, drive shafts, brake lines and hoses. Jeepspeed reserves the right to change or modify any rule without notice in order to maintain parity with all Jeep models racing in the Jeepspeed Class 1700.



5.0 SUPPLEMENTARY RULES:

5.1.1.1. All Jeeps cannot weigh less than the minimum showroom delivered weight of that specific model.

5.1.1.2 2012 DOR amendments Prior to competing in any given season teams can designate a Driver of Record and a Secondary Driver. Driver of Record is responsible to ensure all team members sign all waivers and releases before the event. The Driver of Record or the designated Secondary Driver must drive the race vehicle either off the official start or across the finish line of the event to gain Championship points, prize money or awards for the Driver of Record. The only exception is if the driver of record is injured during the race and is unable to continue during the event safely. *Note. If the driver of record has signed all releases and picked up an armband but did not start the race and the vehicle does not finish the driver of record will still receive any points or awards due to him/her.

5.1.1.3 Grandfathered cars (Class 1700, 2700 and 3700) Any Jeep constructed and raced before the Jeepspeed rules were first written may apply to be grandfathered. There will be no exceptions on maximum wheel travel limits. Any six cylinder Jeep not mentioned in the current rules may be considered eligible after submitting a written request.

Addendum 2020 Jeepspeed New rule: All Jeepspeed classes will require a minimum of 2 seats and a maximum of 3 seats. Teams must conform with Best in the Desert rules. All seats must be occupied. DRIVERS— CO-DRIVERS SDC1: Each seat in any race vehicle must be occupied during the entire duration of the event as long as the vehicle remains in competition. The maximum number of seats allowed in any Class is three (3). Seating must be designed in such a fashion to allow all passengers a quick exit and must meet with Best In The Desert Racing Association approval. SDC2: Only entrants that are listed on the official Best In The Desert Racing Association entry form may drive or co-drive in the vehicle for which they are registered. In the event of an emergency, any registered arm banded racer may get in may race vehicle, but the registered racer must notify a Best In The Desert race official. Registration is limited to a maximum of four entrants per vehicle.

For further information contact Jeepspeed.

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