



# **2020 Jeepspeed Cup. Intermediate Class 2700 Rules**

***Commencing Jan.1st 2020.***

Jeepspeed is a registered trademark. These rules are copyright of Jeepspeed and permission must be obtained before reproduction.

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 Cup or any other Jeepspeed selected events. All participants must complete and sign waiver of liability and release forms before participating in Jeepspeed selected events.

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.

## **1.0. Definition;**

Class 2700 is for Jeep and Dodge vehicles that maintain the original appearance and profile. The original bulkhead must be retained together with the original cab floor from bulkhead to rear of driver and passenger seat. Hoods and fenders may be of any material but original appearing radiator grill must be retained

## **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.

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 arm band 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 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 Jepspeed Inc., Don-A-Vee Motorsports LLC, dba California Race and Rally, 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 the Jeepspeed representative at the event 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 arm band 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.

**Jeepspeed Cup Class 2700 is exclusive to Jeep or Dodge vehicles.**

**- Before reading these Class 2700 rules please read and understand Jeepspeed Class 1700 and 3700 rules. All Class 1700 legal waivers apply to Class 2700.**

- Jeep or Dodge Vehicles must conform to Jeepspeed Class 3700 rules and dimensions but with the following limitations;

- Class 2700 is for Jeep and Dodge vehicles that maintain the original appearance and profile. The original bulkhead must be retained together with the original cab floor from bulkhead to rear of driver and passenger seat. Hoods and fenders may be of any material, but original appearing radiator grill must be retained

- Maximum width 87" measured at outside of tires at widest point.

- Wheel suspension travel limited to 12 " front and 14" rear.

- Shock absorbers. Two options.

Option 1. One shock per wheel. Max 3" dia. with internal or external bypass or 4" dia smooth body non-bypass.

Option 2. Vehicles may use 2.5" bypass, or 3" smooth body non-bypass, supplemented by an additional 2.5" smooth body shock per wheel. This is to make it easy and affordable for a 1700 Jeep to be upgraded to 2700 at minimal expense. Coil overs without bypass are recognized as a smooth body shock and can be run in conjunction with a 2.0" or 2.5" bypass shock depending on size of coil over.

- Front coil over shocks permitted. Rear coil over shocks permitted on vehicles with wb 119" or under.

Must use coil over shocks **readily available to the public**.

- Vehicles built and raced prior to 2001 may apply for a shock absorber variance.

- Max tire diameter 35" . Mandated General tires.

- Steering as per Class 1700 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 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 (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. King pin steering is permitted on straight axles. Ram assist is allowed.

*Vehicles that were original built with front leaf springs may relocate stock steering box within 5 " of original location when converting to coils or coilovers.*

- Engine must be Mopar that is available from any production Jeep or Dodge SUV or truck. Forced induction is permitted on 4 cyl and 6 cyl engines. Must use forced induction **kits readily available to the public**, original Dodge or Jeep diesel engines as supplied when new. No dry sump oil systems on V8s.

- Fuel injection must be as delivered with that engine using original intake manifold. Any Mopar, Jeep, Dodge, Chrysler throttle body may be used, and port sized and polished.

- Vehicle that originally had carburetor may use any carb or intake.

- aftermarket ECU and ignition systems allowed with a retail price under **\$2950** as per Class 1700 rule 4.1.5.6.

- Transmissions and transfer cases must be any production unit offered by a U.S. vehicle manufacturer. No custom built trans or t/cases permitted.

Chassis and body.

- Vehicles over 119" showroom wb that originally came with rear leaf springs must retain leaf spring. E.g. Full-size Dodge trucks using full length frame.

- Vehicles under 119" showroom wb may convert rear leaf springs to coils e.g. Cherokee XJ.

- Vehicles that were built with front leaf springs may convert to coils.

- Front and rear suspension must be same basic design and concept as originally produced and installed on the chassis to which it is mounted with the exception of leaf spring conversion to coils where permitted.

- Leaf spring conversion to rear coils or coil over shocks is permitted but limited to a max of 119" wheelbase.

- Body rules as per 4.8.2.1. Class 3700 but with following limitations. Body must maintain original configuration and appearance, but driver and front passenger doors must be operational. The measurement from the centerline of the front spindle to the back of the B pillar must remain stock +/- 2". Jeep and Dodge vehicles must maintain the original appearance and profile. The original bulkhead must be retained together with the original cab floor from bulkhead to rear of driver and passenger seat. Hoods and fenders may be of any material, but original appearing radiator grill must be retained

- Chassis. Stock frame (or unibody frame section) of Jeep or Dodge must be retained but may be notched 8" at front of frame for ground or component clearance as long as the top plane of the frame remains intact. Vehicles using complete stock frame must retain complete stock longitudinal dimension except short wheel base Comanche trucks which will be allowed a 119" max. wheelbase.

The following limited Class 3700 rules apply;

**4.8 CHASSIS AND BODY**

4.8.1 Chassis. Stock frames, back halved frames. NO custom frames.

4.8.1.1 Wheelbase on SUVs but must not exceed 119". Jeepspeed will approve stock w.b. +/- 2" on pickup trucks using complete frame.

4.8.1.1 Does not apply to Class 2700.

4.8.1.2. Stock frame vehicles must comply with following rules.

4.8.1.3 Stock frames may be notched 8" at front of frame for ground clearance as long as top of frame rail is not modified. Frame cross members may be removed or modified. Stock frames must maintain complete longitudinal measurement

Rear frame behind the driver and passenger area may be removed and replaced with tube frame as long as the 119" w.b. rules are not exceeded. Complete stock frame at stock w.b. may exceed the 119" restriction.

4.8.1.4. Engine must be in stock location +/-2"

4.8.2.1 Body must maintain original configuration and appearance. Additional mounts or parts for body strengthening may be added.

4.8.2.3 Hoods, trunk lids, fenders and/or bedsides, and driver and front passenger doors are required to be in the original stock locations but may be of any material. Doors are required to be operational. Dropped hoods are allowed as long as stock profile is maintained.

4.8.2.4 Stock grill assemblies are required.

4.8.2.5 Stock frame vehicles must retain steel cab, bulkhead, floor to rear of driver and front passenger compartment, and front door apertures.

No internal stock sheet metal is required.

4.8.2.6 Safety glass windshields, sides and rear are optional.

**Note:** Grandfathered cars;

Any Jeep or Dodge constructed and raced in any other non Jeepspeed events may apply to be grandfathered. There will be no exceptions on maximum wheel travel limits.

-Race Vehicles constructed before 2017 may apply for waiver if they do not meet these regulations. Approvals may be granted on a case by case basis.

## **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 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 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 in 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.

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See all class rules at [www.jeepspeed.com](http://www.jeepspeed.com)

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