

2013 Roadrunner Rules

AREAS HIGH-LIGHTED IN RED ARE CHANGES FOR 2013

PLEASE READ THE RULES THOROUGHLY
THERE HAVE BEEN CHANGES MADE FOR 2013
DO NOT ASSUME YOU CAN USE THE SAME CHASSIS CONFIGURATION OR COMPONENTS
AS IN YEARS PAST, STARTING WITH 2013 YOUR CAR MUST CONFORM WITH THESE STANDARDS
NO EXCEPTIONS WILL BE MADE.

The purpose of this division was to create a controlled economical, competitive form of entry-level racing.

CAR AND BODY:

Any 1960 to 1995 sedan is eligible.

No jeeps, station wagons, convertibles, **camaros, firebirds or mustangs.** – clarification added 12/1/12

Starting in 2014 camaros, firebirds and mustangs will be legal only if they meet these standards. - added 12/1/12

Any strut cars must maintain full stock from the factory sheet metal strut towers in factory location. - added 12/1/12

Minimum stock wheel base allowed is 108" with the exception of the following. ..Ford Thunderbird and Ford/Mercury Cougar minimum stock wheel base is 104".

Wheel base must be in accordance with factory body specifications.

All doors must be welded or bolted.

No extra bracing anywhere of any kind.

All glass must be removed.

No mirrors of any kind.

A complete fire wall must seal the trunk area from the driver's compartment. Rear seat must be removed and replaced with a steel fire wall. No opening of any kind permitted. NO ALUMINUM.

Complete bumper to bumper steel unibody must be retained. Cars with unibody construction must properly tie frame rails together (2x3 box).

The stock steel unaltered floor pan, fire walls, trunk, trunk floor, and rear wheel wells must be retained. No sectioning, channeling or chopping allowed. Inner front wheel wells may be removed.

Cars must be strictly stock. No cutting, channeling or shortening allowed.

HOLE IN HOOD ALLOWED FOR AIR CLEANER CLEARANCE IF NEEDED - NO HOOD SCOOPS ALLOWED. – clarification added 10/13/12

Body sheet metal must be kept in place at all times.

NO RAKING OF ROOFS, ROOF LINE MUST REMAIN STOCK AND UNALTERED.

Front firewalls must be completely sealed.

Roadrunners will be permitted original steel stock or stock appearing plastic noses.

Noses made of fiberglass, aluminum or other materials will not be legal.

No sloping or wedge noses

DRIVE SHAFT AND BATTERY:

Drive shaft must have a safety loop or chain located at forward end of drive shaft.

DRIVE SHAFT MUST BE PAINTED WHITE.

Battery must be securely fastened and in a protective covering.

NO BATTERIES ALLOWED IN DRIVERS COMPARTMENT.

BRAKES:

Must have operational four (4) wheel brakes.

NO ADJUSTABLE PROPORTIONING VALVES OF ANY KIND.

Aftermarket master cylinders are permitted.

ROLLBAR INSTALLATION:

Must be four post design with front roll bar following windshield contour and rear roll bar in back of driver's seat.

Top of roll bar must be connected to form a box section and be at least four inches above drivers head.

Bars must be securely fastened to FRAME by WELDING. No skewed pipe fittings allowed. All roll bars must be a minimum of .090 wall thickness.

Seamless tubing of 1 1/2" or seamed tubing of 2" outside diameter must be used. Must have at least (3) door bars on driver's side and two (2) door bars on passenger's side.

Bracing around engine and radiator required with a maximum 2" pipe. One loop must be used with bracing allowed on each side from loop to frame and must be tied into main roll cage. Bracing must be kept inside fenders. No bracing may extend beyond bumpers.

NO EXTREME BRACING ALLOWED

Two bars must run from top of roll cage to rear frame section. Bracing must be kept inside trunk.

SUSPENSION

Suspension parts must remain absolutely stock and unaltered for make of car used.

No spacers, **(SPRING BUCKETS)** lumber or chains, etc. may be used to alter suspension of the car.

SPRINGS: FRONT AND REAR

After-market **STEEL** racing springs are allowed. Cutting of coil springs is allowed.

REAR LEAF CARS MAY USE UP TO A 2" MAX. BLOCK BETWEEN REAR LEAF SPRING AND SPRING PAD.

Suspension must work and look stock.

No spring jacks, or reverse shackles permitted.

SHOCKS:

No after-market racing shocks. No adjustable shocks, Stock type steel bodied shocks only.

No pinching of shocks to stop travel.

STEERING MUST REMAIN STOCK EXCEPT:

STEERING QUICKENER MAY BE USED

ENGINES:

ENGINES MUST REMAIN STOCK!! Maximum engine size is 350GM, 351 Ford, 360 MoPar.

Maximum overbore for cleanup is .030. **NO 400 CI. CHEVROLET BLOCKS ALLOWED. – added 10/13/12**

Modifications of any kind are not allowed!! Any modifications will result in disqualification!

Must use GM in GM, Ford in Ford, etc.

COMPRESSION:

11: 1 Compression Ratio MAX. ON TRACK WHISTLE BOX.

CARBURETOR:

One 2-barrel RODCHESTER carburetor. No throttle body solenoid operated carburetors.

Stock original equipment two barrel carburetor.

No machining, grinding, etc. of any kind.

OR

Limited to One 2-barrel 500 CFM HOLLEY. Must use part #0-4412C (Dichromate Finish). No Predators, No Dominators. – **clarification added 9/10/12**

ABSOLUTELY NO MODIFICATIONS ALLOWED.

MUST BE STOCK OUT OF BOX. Only the choke plate may be removed with all screw holes permanently sealed.

MUST FIT TRACK GO-NO-GO GAGES.

***** FOR THE 2014 SEASON THE HOLLEY 4412C WILL BE MANDATORY ON ALL ENGINES *****

CARBURETOR ADAPTER PLATE:

MR. GASKET #1929 2 BARREL TO 4 BARREL INTAKE ADAPTER PLATE MUST BE USED FOR EITHER CARBURETOR APPLICATION WITH ONE (1) STOCK GASKET ABOVE AND BELOW ADAPTER PLATE.

AIR CLEANER:

AIR CLEANER BASE CAN NOT BE USED WITH OR INCLUDE ANY TYPE OF VELOCITY STACK. NO DOUBLE STACKED AIR CLEANERS. - added 10/13/12

INTAKES:

No cast iron intakes allowed-

Must use one of these intakes for your application:

Chevrolet early heads 1986 & Earlier - #2101 Edelbrock Performer Intake

Chevrolet heads 1987 & Later - #2104 Edelbrock Performer Intake

Chevrolet Vortec heads - #2116 Edelbrock Performer Intake

Ford 351 Windsor heads - #2181 Edelbrock Performer Intake

Ford 351 M heads - #2171 Edelbrock Performer Intake – added 9/10/12

Ford 351 C heads - #2665 Edelbrock Performer Intake – added 9/10/12

Ford 260-289-302 heads - # 2121 Edelbrock Performer Intake – added 9/10/12

MOPAR heads - #2176 Edelbrock Performer Intake

NO OTHER INTAKES ALLOWED

NO MACHINING, GRINDING, ETC. ANYWHERE ON THE INTAKE

No other aluminum intakes are permitted. Porting or polishing of any intake manifold is prohibited. Intake must remain unaltered and untouched. – added 10/13/12

HEADS:

No aluminum heads. No double hump heads. No angle plug heads. No Bowtie Heads. Heads must include OEM stock casting marks. – added 10/13/12

Any cylinder head with evidence of sanding, polishing, relieving, grinding, porting, angle milling, chemical treating, abrasive blasting to the original cast form, will be declared illegal. – added 10/13/12

VALVE TRAIN: – added 10/13/12

Valve train components must be stock.

No double valve springs.

Rocker arms must be steel stamped non-roller tipped, small block Chevy – small block Ford, whichever applies.

Only steel or stainless OEM stock valve or aftermarket OEM production replacement valves are permitted, any spring any steel retainer permitted.

VALVE COVERS: – added 10/13/12

All engines must have low stock style valve covers. NO tall aftermarket valve covers are permitted.

EXHAUST:

In frame headers or stock cast iron manifolds are allowed.

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Only two (2) straight pipes permitted, one pipe per side. No cross over tubes. NO Two into one pipes. – clarification 10/13/12

All exhaust must exit down or away from the drivers compartment - clarification 12/1/12

No holes or leaks anywhere in the exhaust system.

CAMS:

Hydraulic cam and lifters only. 485 MAX. LIFT CHECKED AT VALVE – clarification 10/13/12

PISTONS:

Flat top or dished pistons only.

RODS:

NO Aluminum or Titanium, Steel rods only.

CRANKSHAFT:

Must use stock stroke, steel cast crankshaft, NO aftermarket crankshafts.

DISTRIBUTOR:

Stock OEM distributors only - NOT stock type. Must have stock OEM part number on distributor and distributor must have all stock internal parts. – added 10/13/12

NO MSD distributors or ignition components, NO MSD Super Coils, Blasters, Pro Coils or Power Coils allowed.

Single 12 volt system only.

FUEL:

Racing gasoline only. No alcohol. No additives. NO oxygenated race fuels.

REV LIMITER BOX: - Re-written for clarification 07/01/13

MSD #8728 Rev Control Box must be used with a MSD single non-adjustable 6200 RPM chip.

Rev Control Box must be mounted in the interior of the car, as far to the right of the driver as possible with the chip facing outward, out of the drivers reach and sight when strapped into the seat. All boxes, wiring and connections must be in clear view. All wiring coming from the MSD box must go directly to the distributor. Competitor is responsible for following MSD instructions for properly mounting and wiring box. Any deviation from the MSD instructions will not be accepted.

RPM chips will be provided by the speedway before each event.

It is each teams responsibility to pick up and sign for their chip before each event and have it properly installed in there box BEFORE their car enters the track for warm-ups. It is also the team's responsibility to have their chip returned within 15 minutes after their main event.

At ANYTIME after WARM-UPS begin, if a car is found in the pit area without an RPM chip in the box or found to be operating without an RPM chip the car and driver will be disqualified for the rest of the events that evening.

It is each teams responsibility to make sure the chip stays in the box at all times. The chip may be held in with a piece of tape, but the first two digits on the chip must be visible.

Any attempt to change the chip before, during or after the HEAT RACE or before your car is teched without an official's permission will mean automatic disqualification for that event.

Any attempt to change the chip before, during or after the MAIN EVENT or before your car is teched without an official's permission will mean automatic disqualification for that event, loss of points and money for the event and a 2 week written suspension from speedway events for both car and driver.

Boxes and chips will be checked with MSD chip and box test equipment.

IF NEEDED: At any time track may elect to pull your box, replace it and have MSD test it.

RPM Chip size will be determined by speedway, at anytime RPM of chips can be changed.

Only one (1) box permitted per car.

ANY TAMPERING WITH MSD BOX OR CHIP IS SUBJECT TO AUTOMATIC DISQUALIFICATION FOR THAT EVENT AS WELL AS A TWO WEEK SUSPENSION FOR THE CAR AND DRIVER

MISC ENGINE:

No high speed starters.

Engine location MUST remain STOCK.

All engines are subject to having intake and or heads pulled at the track.

Refusal to pull intake and/or heads will result in automatic disqualification for event.

TRANSMISSION AND REAR:

-Cars must have a fully working unaltered OEM three or four speed, with minimum 10.5 inch steel/organic single disc-type clutch and steel pressure plate assembly.

NO automatics.

NO straight cut gears allowed in any transmission. NO one to one transmissions.

Steel blow proof bell housing MANDATORY with one 2 inch diameter inspection hole located in the 6 O-CLOCK or 12 O-CLOCK position.

All rears MUST remain STOCK! Rears may be locked and gears may be changed.

NO aluminum flywheels – added 9/10/12

TIRES AND WHEELS:

Only steel wheels allowed (8" max.) No mags, or bead locks. No protrusions from wheels!

You must use five one-inch lug nuts per wheel.

DOT Passenger Car Tires ONLY, any DOT approved tire not measuring more than 10.5 inches from sidewall to sidewall. No winter tread, recaps or McCreary tires.

NO RACING TIRES.

NO DOT Hoosier Tires ALLOWED.

GAS TANK INSTALLATION:

Stock gas tank must be removed and replaced with a plastic fuel cell.

Fuel cell must be installed above trunk floor, in center of trunk as far forward as possible.

Must be able to fill from inside trunk.

Fuel cell must be secured by four over the tank (two in each direction) 1 1/2"X 1/8" straps.

Fuel line must exit from top of tank.

Any fuel line that runs through the drivers compartment must be encased in steel tubing. – clarification 10/13/12

Fuel cell vent hose must extend equal to or lower than bottom of fuel cell.

Trunk floor must be in place.

No holes allowed in trunk lid.

WEIGHT:

Total weight of car and driver may not be less than 3,200 pounds. Weigh-in to be after any event or qualifying. Weight to be measured as car comes off the track in the condition that it took the checkered flag. Weight measured by Selinsgrove Speedway scales. Any car in the top 5 of any event, or any other car directed by speedway officials, that does not go directly to the scales first before the car stops with the crew and/or at the trailer will be disqualified and scored last for that event

If a car fails to make weight the first time across the scales, the driver will be given the benefit of the doubt and given a second chance across the scales after the cars in qualifying order have been weighed. Upon re-weigh the driver will be asked to shut his engine off and sit still in the seat. If at that point the car still doesn't make weight it will be disqualified for that event.

THE READING ON THE SPEEDWAY SCALES ARE FINAL.

Any car required to be weighed at the completion of any event that does not meet the minimum weight requirements will be disqualified and scored behind all other cars that were on the track at the end of the event.

All weight is to be either welded or properly secured to the car with no less than grade 8 bolts and lock nuts.

The number of cars required to be weighed for any event may be changed by track officials and teams will be notified.

NUMBER AND APPEARANCE:

A number of at least 18" or more in height must appear on both doors of car in contrasting color. Cars must display rooftop numbers 24", readable from the left side.

RADIOS/TRANSPONDERS:

No radios (one way or two way) or other means of electronic communications between the driver and anyone other than track officials is permitted.

All drivers are required to use a receiver capable of receiving frequency 454.000 for one way communications from track official.

Roadrunners are required to use transponders. Rental units are available from the speedway.

Transponders for Roadrunners must be mounted in the cockpit and no less than 80" from the center nose of the car.

Transponders must be mounted in a vertical position pointing straight down and as close to the ground or floor pan of car as possible. There can not be any metal, carbon fiber or other material that would deflect or block the signal between the transponder and the ground. A hole must be cut in the floor pan, directly under the transponder, that is large enough to allow the signal to reach the ground. Size of the hole may vary based on the angle the signal leaves the transponder and the height of transponder mount above floor pan. – **clarification 9/10/12**

Other than wiring used to connect direct powered units the transponder should not be mounted within 12" of any device that generates, transports or stores electric or magnetic energy (individual race cars may require a greater distance or shielding).

Mounting recommendations are to the roll cage or to a bracket welded to the floor of the car. Transponder should be mounted as far to the right in the cockpit as possible although in all cases transponders must be mounted inside of the area contained by the roll cage. Transponders/brackets should be riveted, wire tied or clamped to the mounting point with additional wire ties, clamps or other securing devices encompassing the entire mounting point / bracket / transponder for additional security. – **clarification 9/10/12**

Speedway is not responsible for lost/damaged transponders. Damaged/Lost units rented from Speedway are the responsibility of renter.

It is each race teams responsibility to assure that the transponder they are using is mounted properly and in working condition at all times car is on track.

SAFETY:

High back seats are mandatory.

Full face helmet and visor, SA2000 Standard Snell approved or newer is mandatory. 5A2005 Standard Snell approved or newer is suggested.

Driving Uniforms are mandatory. It is suggested they be flame retardant and a minimum of two layers.

Racing Shoes are mandatory. It is suggested they be flame retardant racing shoes. Gloves are mandatory. -It is suggested they be flame retardant racing gloves.

Front windshield protection is mandatory. It is suggested to be a minimum .090 screening.

Kill switch within reach of driver is mandatory.

10" minimum vertical opening on right side of cockpit is mandatory.

Driver side window net is mandatory. (must be closed while on track)

Minimum 3 inch wide seat belts, mounted to frame with bolts or looped over frame tubes, belts traveling through bottom of seat are mandatory and minimum 3 inch wide shoulder harness, double over shoulder, military shoulder straps with anti-sub crotch belts, harness to go over a horizontal tube located no less than 3 inches below the top of the driver's shoulders are mandatory. It is suggested all these belts be less than 2 years old.

Other Suggested Safety Equipment:

Knee pads or padding around steering.

Flame retardant underwear.

Flame retardant head sock.

Flame retardant foot socks.

Neck collars.

Headrest padding.

Right side head net or support with quick release capabilities.

Arm restraints.

Head and Neck Restraint System (HANS, Hutchens, D-Cell or other brand)

Securely mounted fire extinguisher within reach of driver.

PROTESTING SPECIFIC COMPONENTS ON ANY RACECAR:

Only a driver from that particular race may protest a component on another competitor's car.

Any specific engine, rear end, suspension components, etc., of any driver's car may be protested by any driver in that feature after the race for **the amount designated** in terms of cash.

PROTESTED ITEM: The protester may only protest **ONE** specific component.

TIME OF THE PROTEST: The protester's written protest and full payment of **\$500.00** (in cash must be presented to the division's tech inspector. NO later than **fifteen (15) minutes** following the finish of the race. A driver may protest only the driver finishing directly in the position in front of him and on the lead lap. Once a protest is made, it may not be withdrawn. All purse and points are to be distributed after a decision on the protest has been made. Technical inspectors will not accept verbal protests or protests which are not accompanied by the required protest fee.

CHECKING THE PROTEST: After the technical inspector has completed his/her post race inspection then and only then will the protest process begin. The protested component will be checked on the car being protested and a

determination will be made.

The following people will be permitted to be present at the protest site along with tech officials: protested driver and ONE crew member.

Protester will be allowed to wait OUTSIDE the tech site while car is being checked.

If a decision at the track cannot be made, then the component will be kept for further testing and validating at the discretion of speedway management until a final decision on legality can be determined.

On a protest, it is the protested driver's duty to prove his legality, not the tech officials or protester's duty to prove the violation. Only the protested component may result in a disqualification – no other components will be considered regardless of their legality.

Shipping Fees: - If a decision cannot be made on-site by the technical inspector, then the protested component may be sent to and independent tester at the protester's expense for review.

WHEN THE PROTEST FINDS A LEGAL COMPONENT: After inspection, if the protested component is found legal, the protest money will be given to the driver of the car from which the component was protested (less a **\$100.00** inspection fee and shipping charges (if needed) determined by Speedway Management).

WHEN THE PROTEST FINDS AN ILLEGAL COMPONENT: After inspection, if the protested component is found illegal, the driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties at the discretion of Speedway Management. The illegal parts will also be confiscated by speedway management immediately. The protest money will be returned to the team filing the protest.

REFUSAL OF A PROTEST: If the driver of the protested car does not allow inspection under these terms, he or she will be disqualified, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by Speedway Management.

***Note these rules are subject to change during the racing season.*
The officials' interpretation of these rules is FINAL.**