

2012 Roadrunner Rules

Areas highlighted in red are changes for 2012

Revised 4-8-12

The purpose of this division was to create a controlled economical, competitive form of entry-level racing. The primary concern is to keep the cars as stock as possible to control costs.

THE CAR AND BODY:

Any 1960 to 1995 sedan is eligible. NO JEEPS, STATION WAGONS, CONVERTIBLES OR SPORTS CARS.

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 wheel wells must be retained. No sectioning, channeling or chopping allowed. Inner wheel wells must be left in place.

Cars must be strictly stock. No cutting, channeling or shortening allowed. No holes in the hood. Body sheet metal must be kept in place at all times.

Front firewalls must be completely sealed..

Cars must have complete stock bumpers.

With this exception:

Roadrunners will be permitted original steel stock or stock appearing plastic noses. Noses made of fiberglass, aluminum or other materials will not be legal.

Photo of plastic nose is for illustration of stock appearance only

(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 is to be painted white.

If battery is moved it must be securely fastened and in a protective covering.

BRAKES:

Must have operational four (4) wheel brakes.

NO ADJUSTABLE PROPORTIONING VALVES OF ANY KIND.

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 for .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: FRONT AND REAR

No modifying of suspension is permitted-THIS MEANS NONE!!

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

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

SPRINGS:

After-market racing springs are allowed. Cutting of springs is allowed.

Suspension must work and look stock.

No spring jacks, blocks or reverse shackles permitted.

SHOCKS:

No after-market racing shocks. Stock type 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.

Modifications of any kind are not allowed!! Any modifications will result in disqualification!
Must use GM in GM, Ford in Ford, etc.

CARBURETOR:

Stock O.E.M. (2) BARREL CARBURETOR. No other spacer or adapter plates of any kind.
This includes factory EGR plates. Rochester Carburetor only. **No machining, grinding, etc. of any kind.**

INTAKES:

No aluminum intakes. Stock cast iron (2) barrel intake only, no Canadian intakes. No double hump heads.
No angle plug heads. **No machining, grinding, etc. of any kind.**

HEADS:

No aluminum heads. No double hump heads. No angle plug heads.
No machining, grinding, etc. of any kind.

EXHAUST:

Stock cast iron only. No headers allowed. **No machining, grinding, etc. of any kind.**
NO EXHAUST ALLOWED TO RUN THROUGH THE DRIVERS COMPARTMENT.

CAMS:

Hydraulic cam and lifters only (485 max lift).

PISTONS:

Flat top pistons only.

RODS:

Stock stroke only.

No after-market racing parts of any kind.

DISTRIBUTOR:

No dual point distributors or MSD ignition. Stock ignition only.
12 VOLT SYSTEM ONLY.

MISC:

NO HIGH SPEED STARTERS.

Engine location MUST remain STOCK.

TRANSMISSION AND REAR:

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

Cars must have a fully working transmission. No aluminum flywheels. Stock type clutches only.

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. DOT Hoosier Tires P-255/60R-15 or P-275/60R-15 or 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.

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.

No fuel lines in driver's compartment.

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 BE GIVEN A SECOND CHANCE ACROSS THE SCALES AFTER THE CARS IN QUALIFYING ORDER HAVE BEEN WEIGHTED. UPON REWEIGH 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 CONSIDERED 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.

NO BOLT ON WEIGHT.

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.

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.

NOTE:

**** BE AWARE THAT YOUR CAR AT ANYTIME EITHER IN YOUR PIT AREA OR AT THE SCALES CAN AND WILL BE CHECKED AS PER THE RULES:**

**** IF AT ANYTIME YOUR CAR DOES NOT MEET THESE STANDARDS IT WILL BE DISQUALIFIED FOR THE EVENT.**