

2021 Ransomville Speedway Rulebook



General Rules and Specifications

Ki Po Motors Street Stocks

Sunflowers of Sanborn Mini Stocks

Kevin's Carpet Cleaning & Flood Services Novice Sportsman

Investor's Services Sportsman

DIRT Krown Collision 358 Modifieds

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RANSOMVILLE SPEEDWAY RULES AND PROCEDURES

The officials of Ransomville attempt to be fair and yet maintain a certain amount of firmness in these rules to keep stock car racing on a par with the leading tracks of the United States. Our objectives have been Fairness and Safety. With each new season, we attempt to keep in step with the times in the face of rising costs. We have developed rules to minimize the cost of competition. Every organization, to be successful, must have rules and enforce them fairly. The cooperation of officials and competitors will assure our sport of a bright future. The management reserves the right to change any rule or rules if they feel it is necessary, and refuse any protest if they feel it is unnecessary and being used for harassing reasons. All fines, and/or suspensions will be in effect at all Ransomville events. Ransomville officials in their professional discretion shall determine the interpretation and invoking of the rules published herein.

TRACK POLICY

The speedway is private property. Any person on this property without the permission of Ransomville owners is guilty of trespass and subject to penalties prescribed by law. Through your license and registration, you have been given the authority to be on this property in conjunction with racing activities. However, the Administration reserves the right to revoke and cancel this authority at any time that it is felt that your presence or conduct is not in the best interests of racing, your fellow competitors, the fans, management, and employees of Ransomville.

It is ultimately the obligation of each participant to insure that their conduct and equipment comply with all applicable rules and regulations, which may be amended from time to time. No express or implied warranty of safety shall result from publication of, or compliance with, these rules. They are intended as a guide for the conduct of the sports and are in no way a guarantee against injury or death to participants, spectators, or to others.

SOCIAL MEDIA POLICY

Regarding social media posts on Facebook, Twitter, Message Boards, etc.

Everyone must be aware that posting in social media is like speaking into a live microphone. Media outlets can and quite often do pick up on social media comments. Be aware that all teams depend on their sponsors to race weekly. Everyone should respect the value of our fan base and sponsors. By the time an offensive post or tweet shows up, it is too late to stop the spiraling effect for Ransomville Speedway. You may feel that you cannot control the comments made in support of your initial comments, but that is not the case. Negative social media in any form about Ransomville Speedway, Ransomville Speedway officials, or racers will not be tolerated. Depending on the severity of the incident, fines or suspensions may be assessed. Please help us by speaking with your entire team of this policy.

PARTICIPANTS BENEFITS

Posted on the office wall is a certificate of benefits which covers everyone signed in the Pits. You and your crewmembers are covered with as broad benefits as the racers in the major racing associations in the U.S. If any questions or problems come up about benefits, contact the Speedway management. K&K insurance does not cover ambulance rides.

LIABILITY INSURANCE

Our liability insurance insures the race track, the car owner, driver, and sponsors.

GENERAL INFORMATION

Every driver must inspect the racing surface and racetrack area to learn any defects, obstructions, or anything that in their opinion is unsafe and the driver shall report that condition in writing to the Race Director.

Any driver entering any racing event is considered to have inspected the track and agreed all conditions are satisfactory, if not, THE DRIVER SHOULD NOT RACE. The further indicated that the driver is aware of these risks with full awareness and knowledge.

The speedway assumes no responsibility for damages to or loss of your equipment, vehicle, or any parts by any means, whatsoever.

MINORS: Children under 17 years old. Require parents or guardians to fill out and sign a release form. A birth certificate is required.

CLAIM INFORMATION AND/OR INJURY INFORMATION

It shall be the personal responsibility of all participants to refrain from taking part in any RANSOMVILLE SPEEDWAY event if they have been injured, are under the influence of alcohol or any controlled substance, or are in any way other than medically fit. RANSOMVILLE SPEEDWAY management, at their sole discretion, may deny participation of a person based on past medical conditions that may affect the safety of that person or other participants at a RANSOMVILLE SPEEDWAY competition. It is the personal responsibility of all participants to report any injuries suffered at RANSOMVILLE SPEEDWAY event BEFORE leaving the property of the speedway where the injury occurred. The participant must have an accident report filled out and given to RANSOMVILLE SPEEDWAY management and/or pre-designated representative before leaving the premises. Failure to report an injury prior to leaving the speedway may nullify all injury claims to the speedway's insurance policies. If you have any questions or concerns, please contact the RANSOMVILLE SPEEDWAY office for clarification.

MEMBERSHIPS

1. Ransomville honors both DIRT Memberships and Ransomville Memberships. Drivers, Owners, and/or Crew Members may purchase a Ransomville Membership. Members are subject to conform to the rules herein.
2. Only **Ransomville members** will share in any season-ending awards/point funds/feature winner plaques, etc. If a driver and owner separate, both must be members to share point fund.
3. A membership is issued to one person and non-transferable. The license must be shown at each race meet in order to get a pit pass, and can only be used once at each race meet. Season end awards will be distributed at the annual awards dinner or opening day 2021.
4. Sunflowers of Sanborn Mini Stocks, Ki-Po Motors Street Stocks, Investor's Services Sportsman, Novice Sportsman, Krown Collision 358 Modified memberships will be \$75.00.
5. In the event a car is owned by a partnership or corporation, the membership will be issued to one person only. But corporate names may also appear on the membership application and license, and all point fund money will be issued in the name of the corporation.
6. Any member who permits someone else to use his/her membership license shall be fined not less than \$100 and/or be disqualified.
7. The Sheriff(s) reserve the right to eject and/or arrest anyone at their discretion.

INCLEMENT WEATHER / CANCELLATION OF AN EVENT

In the event of rain or other conditions, it may be necessary for RANSOMVILLE SPEEDWAY management to adjust the order of the event schedule, length of races, practices and qualifying sessions, or to stop the program completely. Should this occur, the management shall make every effort to resume the schedule in a timely fashion if conditions warrant. It is their sole discretion as to what decision they make and their decision is final. Rain Check Policy: Cancellation or delay of an event will be the speedway management's decision. No money will be refunded for tickets or pit passes purchased.

FEATURE EVENT COMPLETION - One lap past the halfway point in a feature shall constitute a complete race in the event a race is stopped due to bad weather.

HANDICAPPING

1. A car number will be reserved when buying a track license. Whenever possible, requested numbers will be assigned, but track management reserves the right to issue numbers in order to prevent duplications.
2. All numbers will be limited to 1, 2, or 3 digits. If 3 digits are used, two shall be primary numbers.
3. If numbers 3, 6, or 9 are used, make sure they are distinguishable. Do not let nerf bars block visibility.
4. The number of cars to be qualified in each heat will be announced before the first heat for each division.
5. If a driver qualifies 2 or more cars, the driver must drive the last car qualified in the feature race. The other cars are not eligible. Car and driver must be qualified except for guaranteed starters. In the event

the car the driver qualified is unable to compete, the driver may use another car but must start in the scratch position.

6. All driver changes must be recorded to the pit steward/race director. All drivers that change cars must go to the rear (driver's responsibility).
7. On postponed events, the driver is qualified.
8. No car or driver can compete in two (2) classes on a sanctioned event, unless approved by the race director.
9. Top 5 in point standings are guaranteed starters.
10. Driver and car must report to the pit steward by 6:30 to draw for starting position.
11. It is the driver's responsibility to read the pit notes each week. The notes are posted at the pit board each week.
12. Each week drivers will draw for their starting position for their heat.

Weekly draw format:

1 - 9 cars: 1 heat and TOP 4 to redraw.

10 – 13 cars: 2 heats and TOP 3 from each heat to redraw.

14 - 17 cars: 2 heats and TOP 4 from each heat to redraw.

18 – 20 cars: 3 heats and TOP 3 from each heat to redraw.

21 – 24 cars: 3 heats plus a Consi

- TOP 4 from each heat to redraw.
- TOP 6 qualify from the heat.

25 – 27 cars: 3 heats plus a Consi

- TOP 4 from each heat to redraw.
- TOP 6 qualify from the heat.

28 – 36 cars: 4 heats plus a Consi

- TOP 3 from each heat to redraw.
- TOP 5 qualify from the heat.

The Previous weeks' winner will start no better than the last redraw position. With the following exceptions:

DIRT Krown Collision 358 Modifieds

Sid and Carol Jeffery 358 Modified Memorial, Joseph Scholtisek Race and Final Points Night, and Outlaw 358.

Investor's Services Sportsman

Sid and Carol Jeffery Sportsman Memorial, DIRT Trail Races, and Final points night.

Kevin's Carpet Cleaning Novice Sportsman

Final points night.

Ki Po Motors Street Stocks

John Susice Memorial

Final points night, Open Night and King of the Hill 75.

Sunflowers of Sanborn Mini Stocks

Wilkinson Memorial, Kulesza Memorial, Scholtisek Race, and Final Points Night.

13. **For drivers new to a division the management reserves the right to start that driver in the tail of the qualified cars or tail of the field for feature event depending on where the driver qualified for the driver's first 2 weeks. (excludes the Modified division).**

GENERAL RULES – ALL DIVISIONS



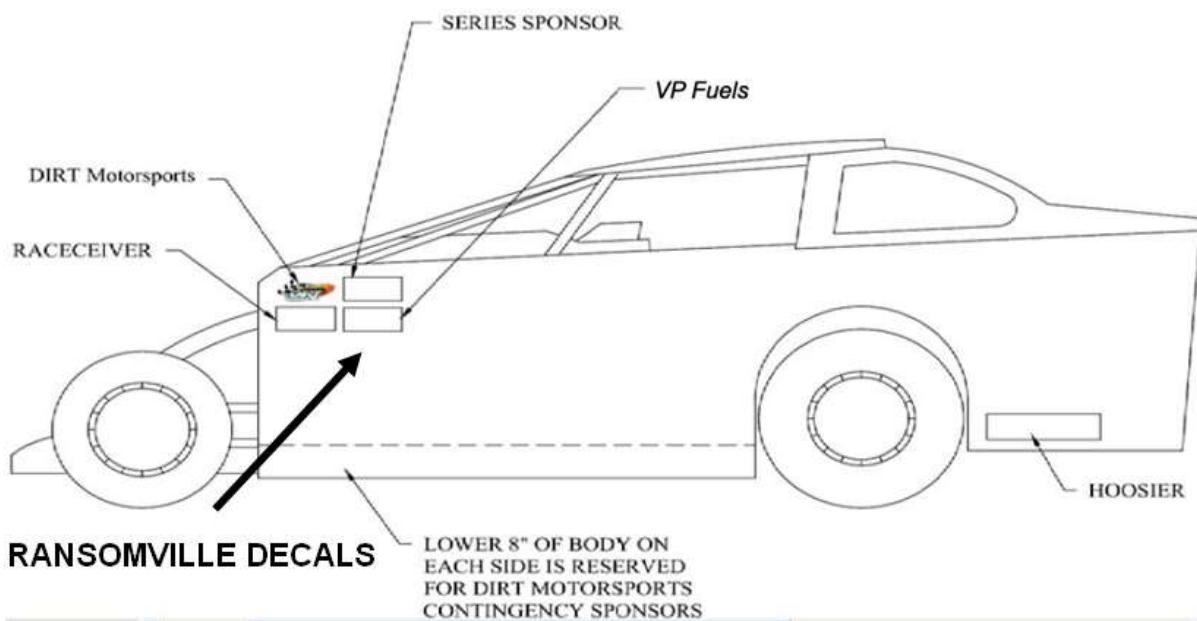
1. All cars should be neatly painted and carry numbers at least 18" high on both doors, roof, and rear back and 8" numbers on front. The use of number decals is acceptable, if the number is legible. All classes will be required to have their name properly displayed on the car with at least 6 inch (6") letters. No duplicate numbers. All cars to be adequately numbered with 18" high numbers on both sides, roof, and rear deck for scoring purposes consistent with the DIRT rules. No duplicate numbers. Cars must be neatly painted and lettered.
2. Take pride in your racecar and operation. Crews must also be neat and presentable. Be professional.
3. It is recommended that there be no solid black or dark blue paint jobs. All dark colored cars shall have a contrasting light color somewhere else on the car. This is for your safety.
4. Director of Tech reserves the right to request body sheet metal to be replaced and painted should it get beaten out too badly.
5. All vehicles shall have an **ignition switch**, which is easily accessible within the driver's compartment. The ignition switch should be labeled ON/OFF with a bright colored paint.
6. The **fuel shutoff** valve shall be labeled ON/OFF with a bright color and mounted to the right side of the driver.
7. Two (2) **throttle return springs** and a steel toe loop in gas pedal is recommended.

8. All cars must carry operable **fire extinguishers** capable of putting out fuel and oil fires.
9. All cars must have a **fire extinguisher** mounted within reach of the driver. Fire extinguishers must weigh between three (3) and five (5) pounds. The only exception is if the car has an on board fire suppression system for the car.
10. NO drums for fuel on track premises. This is an insurance regulation.
11. AMB Transponders, i.e. one-way radios, will be mandatory for all divisions. The frequency used will be 454.0000 (instituted 2018 season).
12. All drivers must wear a 2010 or newer Snell “SA” approved full face helmet and a clean SFI driver’s suit free of rips, quilted or with underwear, gloves, foot socks and shoes to SFI specifications.
13. **Head and neck restrain devices will be mandatory in all classes!**
The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label (Instituted in 2018).
14. No “FOR SALE” signs or any wording painted on the car that may be offensive. Information will be supplied in the pit area for announcements.
15. If a car has a part that no one else has, and it’s not mentioned in the rules, it’s not assumed legal. Ask first.
16. If something is not in the rulebook, DO NOT ASSUME IT’S LEGAL! Ask first!
17. Any removal of modifying of any part numbers or casting numbers will deem a part illegal and subject to disqualification.
18. These rules are current rules and supersede any rules from the past.

19. All decisions by the officials at the track involving race procedures are final.
20. All decisions by Tech Officials involving rules, rule clarification, disqualifications, etc. are final.
21. It is the responsibility of the driver and pit crew to read and understand any pit notes for each week. These notes are either posted on the pit board or handed out as a pit addendum sheet.
22. Any question about any of the rules will be handled the following during week regular business hours.
23. PURSE COLLECTION PROCEDURE - Payoff will be made after all cars have passed post-race technical inspection to the driver (or pre-arranged designated representative). Purse money will be distributed from the grandstand Main Office window following the event. Only those DESIGNATED will be allowed to pick up the purse money. No multiple pick-ups! RANSOMVILLE SPEEDWAY is not responsible for purse monies signed by other parties! Those not able to pick up their purse money may do so at the following event at the grandstand Main Office window.
- 24. THE PROMOTOR RESERVES THE RIGHT TO CHANGE OR ALTER ANY RULE OR PROCEDURE AS DEEMED NECESSARY.**

CONTINGENCIES

Ample space must be left on a designated spot of the car, to be set forth by the officials, for participating **RANSOMVILLE SPEEDWAY** sponsor decals. For the **Investor's Services Sportsman**, **Krown Collision 358 Modifieds**, and **Kevin's Carpet Cleaning & Flood Services Novice Sportsman Novices** these decals must be displayed at all times in the following locations:



Ki-Po Motors Street Stocks and Sunflowers of Sanborn Mini Stocks



PROCEDURAL RULES– ALL DIVISIONS

1. All decisions by the officials at the track involving race procedures and tech are final. Videotapes are not admissible as evidence for protests.
2. Practice is scheduled before racing time. All practice laps are at the discretion of the starter. No practice whatsoever unless the starter, race director, pit steward, tow trucks, safety crew, and safety equipment are in position. Practice is for a set time with no guaranteed set number of warm up laps for each class.
3. No drinking of intoxicants by any participants allowed at any time before or during the racing program, or any evidence thereof by any driver, owner or crew member.
4. At all races, driver assumes responsibility for the action of their pit crew in every respect. The driver is the only spokesperson for the car and pit crew.
5. No one shall enter judge's tower during the racing program. All officials have radio or phone contact with the judge's tower and can straighten out any problem.
6. Anyone deliberately disobeying an order of any official may be subject to a fine and/or suspended. The car that they are connected with will not be allowed to participate in future events until fine is paid.
7. No excessive speeding in pit area.
8. Only safety crews and wrecker crews will be allowed on the track in the event of any accident. At no time will any of the driver's crew be allowed on the track.
9. No repairs to cars are to be made on the track at any time. You must pull off the track to make any repair no matter how minor. During

restarts, if a car needs any attention and pulls off the track for any reason, this car must restart in scratch position.

10. Each car will start each event on his/her own power or will go to the rear.
11. All equipment is subject to the approval of track officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment which does not conform to specifications or tolerances contained in this rule book will not be eligible for approval during 2021.
12. All cars must take the green flag to be eligible for payoff and points.
13. All drivers must be ready to compete and have their cars in line before each event enters the track or will be sent to the rear.
14. The starter has complete charge of track while racing. No protest allowed on starter's decision.
15. If there is an accident before the first lap is official, the field will be completely restarted with the car or cars bringing out the caution going to the rear of the field.
16. On a caution or red flag, any car going to the infield or pit area must return to the rear of the field.
17. The yellow flag signifies caution and the caution flag will be given to the first car passing the starter. After the yellow flag is displayed, cars must hold their position until either the green flag is again displayed or the red flag, which would automatically stop the race.
18. When caution is displayed, the lap of which the leaders are about to complete will be counted. Likewise, when the race is restarted, the next completed lap will also be counted.

19. Any car falling out of position during a caution flag must pick up their position whenever the driver picks up their momentum again. If the field passes the car, the driver must fall in at the rear. The only exceptions are if the car is coming to the start-finish line to either check their position or inform the starter of track hazards. (This rule is designed to keep the race under as little delay as possible. Sometimes it will work to a driver's advantage, other times disadvantage, but as long as the rules are understood, there will be little or no problem getting restarted.) NO racing back to Start/Finish line.
20. Any car involved in or spins to avoid an accident where the yellow flag is displayed must pick up position in the field wherever they fall in. All others must maintain position.
21. Passing under caution will be penalized two (2) positions for each car passed. When the caution flag flies, cars will fall into single file, passing car giving way to the lead car. The passing car must be completely ahead to assume the forward position.
22. The driver receiving the checkered flag in any feature race must bring their car to the starting line and must participate in victory lane ceremonies. The race winner is to remain in victory lane until released by track official in charge of the event.
23. For DIRT 358 and DIRT Sportsman features, restarts will be double file until the final five laps, and then single file. All other classes will be double until $\frac{1}{2}$ way. The track reserves the right to revert to a single file restart at any time if there have been excessive cautions, as determined by the Race Director.
24. Any driver causing excessive delays in a race, such as spinning out three times on his/her own will be disqualified at starter's discretion.
25. Any driver guilty of violating any of the flag or light rules will be penalized at the discretion of the starter.

26. Rough riding will be left up to the discretion of the starter. If he feels that the occasion warrants, whether intentional or not, the driver may be penalized accordingly for their actions. Fined driver will not be allowed to compete until the fine is paid.
27. Once the field of cars is lined up and the starter signals the drivers to be ready, preliminary laps may be set at the discretion of the officials. During the preliminary laps, if a car does not maintain its designated position in the starting field, the car may be repositioned in their discretion.
28. The race begins at the commencement of pace laps, but scoring and official distance begins when the green flag is displayed.
29. Any drivers caught jumping before the green flag is displayed will be set back two (2) cars for every car passed prior to the race start.
30. Any driver new to a division will be under a probationary period.
31. No person will be permitted to ride on the outside of a car at any time.
32. Cars going through tech are allowed to have three (3) of their crew working on the car. Please help us to keep others away from the car going through tech. It will allow you and us to do our jobs quicker.
33. If a car spins and causes a yellow, that car will restart wherever they pulled back into line, as determined by the Race Director. If a car pulls out of line during a caution period (for example, spinning to avoid an accident), that car will restart wherever they pulled back into line, as determined by the Race Director. Drivers that spin out on the track must try to get going immediately and not stop the race. If anyone is deemed to be deliberately stopping a race, they will be black-flagged and relegated to the pits.

34. When given the black flag, the driver has one lap to pull off the track. The car will be scored for only one lap after it is given the black flag.
35. AMB Transponders, i.e. one-way radios, will be mandatory for all divisions. The frequency used will be 454.0000 (instituted 2018 season).
36. UNSPORTSMANLIKE CONDUCT: There will be no harassment of officials, safety crews, ambulance crews, spectators or other drivers and crews. Any unsportsmanlike conduct suspension of the driver and car. Drivers are responsible for the actions of all pit crew members and will be penalized accordingly for their actions. Anyone who willfully or maliciously uses a race car on the track or in the pits to injure, destroy or damage another person or property will be suspended plus subject to arrest. You are all professionals and are expected to conduct yourselves accordingly. The driver and pit personnel should stay in their designated pit spaces. Anyone in an argument or fight at another team's pit area will automatically be at fault and suffer the penalties designated to the offense.
37. Any driver who exits their car without permission or an emergency may be disqualified from that event. If you are in a safe place on the infield and the race remains green, do not take off your helmet or unbuckle your safety harness until you are brought safely back into the pit area. It is strongly recommended that the pit crew have a flashlight ready, to indicate to the tow truck driver where their pit stall is located.

In the event a driver abandons their car, such car will be towed into the infield, where it will remain until the conclusion of all the evening's races. anyone causing a disturbance at the flag stand, scorer's tower or on the track with an official may be suspended, fined or both. All personal property brought to the speedway by a team MUST be removed with them when they leave. This means tires, racecar parts, drained oil, etc. Please clean up after yourselves. Thank you in advance for your cooperation!

PROTEST PROCEDURES AND RULES
(For DIRT 358 Modifieds and DIRT Sportsman,
refer to 2021 DIRT Rulebook.)

1. Any affected driver or owner may, as a matter of right, protest any violation of the rules, including specifications, for the feature event only, subject to the limitations within this rule book. Visible protests must be made 10 minutes before feature events in writing, along with a \$50.00 protest fee. If a tool or mechanical device is needed by an official to determine a car's rule compliance that is not a visible protest situation.
2. For the purpose of a subsequent appeal, and Ransomville official's measurement is presumed to be correct, absent a showing of a mistake or prejudice. No Protests shall be made in the final 2 point nights of the year.
3. All protests involving a particular event must be in writing specifying matter of protest and must be received by Ransomville officials no later than ten minutes following the checkered flag falling for the affected feature. **Any competitor who institutes a tech tear down inspection must tear down their car as well.** Each separate protest must be given to the pit steward accompanied by a \$100 protest fee (U.S. Funds), with the following exceptions:
 - (A) P & G Test \$100.00 (U.S. Funds)
 - (B) Any protest that requires opening a motor/transmission.
(i.e. Bore and Stroke, Pull Pan etc.) \$300.00 (U.S. Funds).
\$250 (U.S.) going to the protested car if legal.
\$250 (U.S.) returned to the protester if car protested is illegal.
\$50 (U.S.) goes to inspector in each instance.
 - (C) \$100 each additional item protested.
4. All protest fees must be paid by the protesting team. No grouping together of teams to protest will be permitted!

5. A protest of race results may be verbally made to the pit steward within five minutes of the official announcement of the order of finish. A recheck of scoring will then be made if necessary and these results will be considered final. Only driver protests on racing results will be considered by the scorers. No appeal of the scorers' final decisions will be permitted.
6. Any car found illegal under protest, and/or pre- or post-race inspection at the discretion of officials shall receive a fine and/or loss of track points, and/or loss of finishing position for that event, and/or receive last place points and money, and/or outright disqualification from that event, and/or definite or indefinite suspension from Ransomville Speedway at the discretion of the chief tech inspector at that track!
7. If a race result is protested, the track promoter can, at his/her discretion, delay purse distribution until the matter is ultimately decided by the appellate board. Ransomville Speedway reserves the right to refuse any protest if the protest is deemed unnecessary and/or being used for harassing purposes.
8. Track scales are the official scales at each race event. No protest or appeal is permitted on the weight of the car as measured on the Track Scales.

POINTS SYSTEM– ALL DIVISIONS

1. Track points will be awarded for all events, unless sanctioned event is by invitation or otherwise stated. The number of cars in the heats, consolation and feature events are determined by the handicapper.
2. Track points will be awarded to drivers only with memberships. Drivers and owners must have track membership to obtain points or point fund moneys.
3. In the event of a driver change during a point race event, the driver of the pace lap will earn the points based on their car's finish.
4. Point funds will be awarded to the owner of the race team as stated on 2021 memberships. Point fund money will be awarded at Banquet or Opening Day of the following season.

Finish Position	Regular Event
1	60
2	56
3	52
4	50
5	48
6	46
7	44
8	42
9	40
10	38
11	36
12	34
13	32
14	30
15	28
16	27
17	26
18	25
19	24
20	23
21	22
22	21
23 - last	20

Kevin's Carpet Cleaning & Flood Services

Novice Sportsman Rules

1. Cars will operate under 2021 DIRT Sportsman rules. Novice Sportsman may forego the DIRT Fire suppression rules with a 50 lb weight penalty.
2. First time rookie competitors in the Novice Sportsman class who move up to the DIRT Sportsman class after July 2nd, 2021 will still retain their Rookie of the Year status in the DIRT Sportsman class for 2021. Novice that move up to Sportsman in middle of season will start tail in the Sportsman until management feels that the driver is ready.
3. Mini Stocks and Street Stocks will be allowed and encouraged to run the Novice Sportsman class on the same night as their regular class.
4. Special awards will be handed out at the end of year banquet for the top Novice Sportsman drivers.
5. The Novice Sportsman class is not mandatory for new Sportsman competitors. Rookies who feel that they are ready for the DIRT Sportsman class are more than welcome to start in the DIRT Sportsman class.
6. In the event that track management deems a competitor over competitive, the track reserves the right to request that the driver move up to the DIRT Sportsman class.
7. Drivers who have driven in the Sportsman division in the past and have struggled are allowed to move back down to compete.
8. Novice cars with 5 wins in the season will be subject to having their motor pulled and sent to the dyno.
9. The 2021 Champion will be required to move up to Regular DIRT Sportsman for the 2021 season.

Investor's Services DIRT Sportsman Rules

Current 2021 DIRT Sportsman rules will apply

1. 94 Maximum Octane Standard Pump Gasoline, and VP D-98 will be the only fuels allowed. NO ethanol allowed. No additives. No mixing.
2. Fire suppression system will be mandatory in 2021.

DIRT Krown Collision 358 Modified Rules

Current 2021 DIRT 358 Modified rules will apply

1. Tires will be DIRT D300 or D400. D200 Left Front Option.
2. AMB Transponders, i.e. one-way radios, will be mandatory for all divisions. The frequency used will be 454.0000 (instituted 2018 season).
3. Fire suppression system will be mandatory in 2021.

STREET STOCK RULES



For 2021, the Ransomville Street Stocks and the Thunder Stocks will be allowed to compete with some minor rule changes. The intent is to open the division up for more drivers. There is no interchanging of ‘some’ rules from one track and ‘some’ rules from another track (cross breeding.) The car must meet a set of rules from one track.

ANY OVER DOMINATING CARS MAY BE SUBJECT TO DYNOMETER TESTING!

GENERAL

1. **Batteries** must be under the hood or trunk and securely strapped. 12 volt batteries ONLY!
2. No mirrors or 2-way radios allowed.
3. Aluminum radiators allowed.
4. Adequately secured stock **bumpers** ONLY. No bracing outside the bumpers. No sharp edges allowed anywhere on the car. One side rub rail is allowed on each side but must be tight on the body. Bumpers must be mounted 19" center front and rear from ground level. If using rubber noses, reinforcement must be 19" center. Cars with rubber bumpers must have adequately secured tow loops installed front and back. These tow loops must be strong enough to support the full weight of the car in the event that the car needs to be towed.

5. Steel **wheels** ONLY. Must have a minimum of five (5) lugs per wheel. Racing type wheels allowed. Minimum wheel offset is two inches (2") and maximum offset is four inches (4"). Maximum wheel width is eight inches (8"). Maximum tire size is P235. All tires must bare DOT numbers and tire size must be in plain view. NO mud, snow, racing recaps, or special racing tires.

6. Foam mud plugs will be allowed on the right side of the car. No metal plugs! Beadlock rims will be allowed.

OPTIONAL TIRES

1. American Racer “Stocker Tires” will be allowed in 2021. To be eligible for certain contingencies, American Racer “Stocker Tires” will be required on all 4 corners of the car.



Tire Size	Tread Width	Section Width	Approx. Diameter	Approx. Circ.
26.5/8.0-15DT	9.0	10.8	26.7	84
27.5/80.-15DT	9.0	11.2	27.4	86

2. HOOSIER (Merrittville tires) 8" SPEC tires allowed. Mixing and matching of A/R and HOOSIER OK (instituted 2018 season).

3. Siping, grinding and grooving of tires allowed.

SAFETY REQUIREMENTS

1. Aluminum racing seat is mandatory. Must be securely fastened (bolted or welded) to the roll cage and/or frame **WITH NO LESS THAN 6 BOLTS**. No floorboard installations. The seat must be completely positioned to the left of the centerline of the car (no center steering) on the driver's side. A high top seat or padded roll bar headrest is mandatory. All bars and sharp contact areas around driver must be padded.
2. All cars must be equipped with 5 point seat **belts** to SFI 16.1 specifications. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting.
3. **Seat belt** webbing that comes into contact with any sharp or unradiused metal edge must be protected from that edge by means of push on grip vinyl trim. The areas of concern are the webbing slots in the metal racing seats. All the seat manufactured either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions. Webbing entry slots into the seat with an existing metal roll of 1/8 inch smooth radius will not require vinyl trim.
4. The areas where the webbing slots has been enlarged by filling or cutting are of particular concern. In most instances the edges have been left sharp, increasing the incidence of belt failure. As racing **seat belts** are subjected to severe conditions, it is encouraged that worn/frayed belts are replaced immediately and undamaged belts are replaced every 24 months. The date sewn into the webbing should be used as a guide. Where the seat belt date is known to be "NEW OLD STOCK", it is acceptable practice to extend the replacement date on that set of belts to 36 months from date of manufacture. Belts older than 48 months will not be allowed (instituted 2018 season). Damaged belts will not be allowed.

5. Window nets are mandatory on driver's side.
6. All cars must have a suitable **drive shaft sling** behind the transmission, under the front U-Joint, in case of failure, and to prevent driveshaft from bouncing out or up into the car or digging into the track. Steel drive shaft ONLY.

COMPETING MODELS

1. Open to all 2 door North American made steel bodied passenger cars from 1969 and newer with a stock (108) minimum wheelbase. No convertibles, trucks, or station wagons allowed
2. **Wheelbase** must match year, make and model of car used. A tolerance of plus (+) or minus (-) 1 inch will be allowed.
3. NO cross breeding of frames and bodies (i.e. GM to GM, Ford to Ford, Chrysler to Chrysler).
4. Car **body** and overall appearance must retain all stock dimensions. The body must be mounted in the original factory stock location in relation to the frame. No chopping, channeling, or changing original bodylines. Altered bodylines will be significant reason for disqualification. Stock dimensions of windshield pillars must be retained. Windshield and pillar and angle of windshield must remain stock. Frame must remain stock from front to rear. Rusted out rear clips may be reinforced from rear end back. Maximum 6" rear blade spoiler allowed. No side pods or side supports. Stock spoilers also allowed.
5. All **doors** must be welded or bolted shut.
6. Early style **Monte Carlo** tail section performance bodies #211100 or 212100 will be allowed.

7. A 1-1/2 inch (1 ½") deep **hood scoop** by 20 inch (20") maximum resembling a Camaro injection style hood is allowed. This is to cover the air filter ONLY and must be sealed front, back and sides. Start of hood scoop has to be maximum 20 inches (20") in front of carburetor centerline.
8. Rear of hood must seal tight to cowl. No loose fitting hoods.
9. **Unibody** Camaro cars may tie sub frames together with straight ties only. NO OFFSET ROLL CAGES.
10. Metric aftermarket panels may be used for the side, trunk and hood (hoods may be fiberglass). Aluminum panels with a minimum thickness of .040 will be allowed. All other parts of the **body** must remain steel! Any aftermarket side panels must retain stock dimensions and curves. NO FLAT PANELS! For cars with aftermarket side panels, PERFORMANCE BODIES #211100 OR #212100 must be used for the back end, or the complete stock curved trunk must be used! NO boxed in back ends! Back ends must stay stock appearing! **NO LATE MODEL BODIES!!!**



Duraflex 1988 one (1) piece fiberglass roofs are allowed. Mad Skins Monte Carlo roofs also allowed. Monte Carlos may use 1989-2017 Duraflex or 5-Star bodies, providing that they maintain

stock dimensions, and use a stock appearing rubber/plastic back bumper.

Camaros may use Performance Body's roofs. 2nd generation Camaros (1970-1981) may use 1982-2017 Duraflex or 5-Star bodies, provided that they maintain stock dimensions, and use a stock appearing rubber/plastic back bumper.

11. All glass must be removed. **Windshield** must be replaced with full screening (1 inch (1") square maximum) from pillar to pillar.
12. Front and rear **firewalls** must remain in original location. Firewall may be replaced with steel equivalent that is the same weight as stock firewall. Fabricated firewalls must be in stock location on driver side and passenger side may be moved back for clearance. Rear firewall must be completely closed off from trunk with 18 gauge (.0XX) steel. Interior tin may extend from top rear crossbar of roll cage (behind the driver's seat) to rear shelf and deck lid, as well as vertically to the floor. NO aluminum allowed. The passenger side floor board may be level from the top of the transmission and drive shaft tunnel, but must not exceed this height, to permit clearance for both exhaust pipes and mufflers. Angular installations and/or cockpit type applications and/or fabrications will not be permitted.

ROLL CAGE

1. A minimum six (6) point roll bar with approved driver protection is mandatory. Cages must be welded directly to frame. Cars may be braced on the inside only. No extra bracing on outside or allowed. Cages must have minimum of 1 inch (1") bar, .083 wall thickness in halo section running either front to rear or diagonal across to protect the driver. NO OFFSET ROLL CAGES.

SUSPENSIONS

1. **Front suspension** components must be stock for year, make and model of car used. Stock mounts to be used in their stock in their stock location and position. No switching of left and right control arms. Stock control arm bushings may be replaced with polyurethane or steel bushings. Polyurethane/steel bushings must be of stock configuration, NO adjustable.

Optional Control Arms:

The use of Aftermarket Upper Control Arms is allowed. Mounting Plates may be used. Small or Large bolt pattern acceptable. Bolt in or screw in ball joints permitted. **NO Adjustable ball joints.** **NO adjustable control arms.** Offset cross shafts permitted. Left and Right control arms may be different lengths (revised 7/17/2018).

2. Location of **ball joints** may NOT be moved.
3. **Steering** linkage must be stock OEM production parts. **Steering** quickener allowed.
4. **Rear suspension** components must be stock for year, make and model of car used. Stock mounts to be used in their stock location and position. Optional aftermarket trailing arms will be allowed, providing they meet stock dimensions.
5. **Springs** must be stock type and mounted in original location. ONLY four (4) springs allowed per car. For leaf spring cars, NO mono leaf or composite leaf springs allowed. Lowering blocks allowed on leaf spring cars maximum 2 inches (2") non-adjustable. Chrysler springs allowed.

6. **Rear trailing arms** must maintain OEM length for the year, make and model of car used. For metric cars, AFCO bushing #20090 will be allowed.
7. **Rear spring pad spacing** on axle housing must be stock dimensions (center-to-center) and must NOT be offset.
8. **Rear springs** must be mounted in symmetrical (THE SAME) location to positions from left to right.
9. Original position **wedge bolts** directly over top of coil springs allowed. Leaf spring cars are to be mounted on top of front eyelet. Cars without wedge bolts may use spacers.
10. **Rear shackles** ONLY, NO Sliders.
11. Locked **rear ends** allowed. NO limited or torque sensing type rear ends permitted. Rear end must be of make and model of car used. Must run 5/8 inch ($\frac{5}{8}$ ") minimum studs with 1 inch (1") lug nuts. After market solid steel axels are allowed.
12. **Sway bar** links must be same length.
13. One steel **shock absorber** per wheel. Shock extenders allowed. NO adjustable shocks allowed. NO rebuildable shocks. Pricing not to exceed \$125.00 per shock. **Rear shocks** must remain in stock location. Shock mounts may be replaced. Jacking bolt in rear in metric cars allowed.

WEIGHT

1. Minimum total weight will be MINIMUM TOTAL WEIGHT WILL BE 3,000 lbs. for all cars. Cars will be weighed with driver after the race. NO fuel or other fluids added. No other weight breaks will be allowed for cars following the Thunder Stock rules.

2. 2 speed **Powerglide** transmission allowed with additional 150 lbs. added to total weight of the car.

ELECTRICAL

1. Stock production ignitions allowed. NO magnetic or point distributors allowed. Must use stock type coil and module mounted in stock location. **OEM FIRING ORDER ONLY**
2. Mini starters may be used.

EXHAUST

1. Factory built steel street style headers are permitted. No Step Headers. For Crates, Crossover Schoenfeld header #'s #135cm-2, #145cm-2 allowed. For open motors Chevrolet #445 allowed.
2. Primary pipes must be a maximum of 1-5/8".
3. No Center dump manifolds allowed. NO altering, grinding, acid dipping, or enlarging allowed to manifolds. No high performance, Z-28, or LTI type manifolds allowed.
4. **Mufflers are optional - maximum exhaust pipe is 2-1/2" diameter.**
5. Optional Mufflers must be unaltered OEM or unaltered "California Turbo" type muffler.
6. NO glasspack or 'Cherry Bomb" type mufflers allowed.
7. The complete exhaust system must remain under the car and exit behind the driver.

8. Maximum exhaust pipe diameter 3.00 with no headers.
9. Neither H pipes, X pipes, or two in one exhaust are allowed.
10. Pipes may not be tied together in any way.
11. Coatings (external or internal) are not allowed.

FUEL & FUEL CELLS

1. Fuel cells ONLY. Bladder type cells must be dated 2013 or newer. Plastic (JAZ style) must be dated 2015 or newer. Cells must be fully foamed. Fuel cell is to be located in trunk area. NO sloppy installations allowed. NO aluminum tanks allowed. Fuel line from trunk to engine must be one continuous line. Trunk must have to be opened to refuel. Fuel cells must be in good condition. Have a sheet metal container with no less than 20 gauge steel, and NO HOLES! Fuel cells must be supported under cell with NO LESS THAN two 1 X 1 x .095 steel tubing and have NO LESS THAN two 1/8 X 1 straps over the top of fuel cell. Fuel cell filler neck must be grounded to the car.
2. 94 Maximum Octane Standard Pump Gasoline, and VP D 98 will be the only fuels allowed. NO ethanol allowed. No additives. No mixing.

BRAKES

1. Stock OEM brakes mandatory on all four wheels and must be in 100% working order. NO heavy duty or limited production parts. NO brake shut off devices allowed.
2. Only OEM stock steel **calipers** (single piston), rotors and hubs allowed. Steel calipers allowed in rear.

3. Aftermarket **master cylinders** allowed. Retail value not to exceed \$250!

TRANSMISSIONS

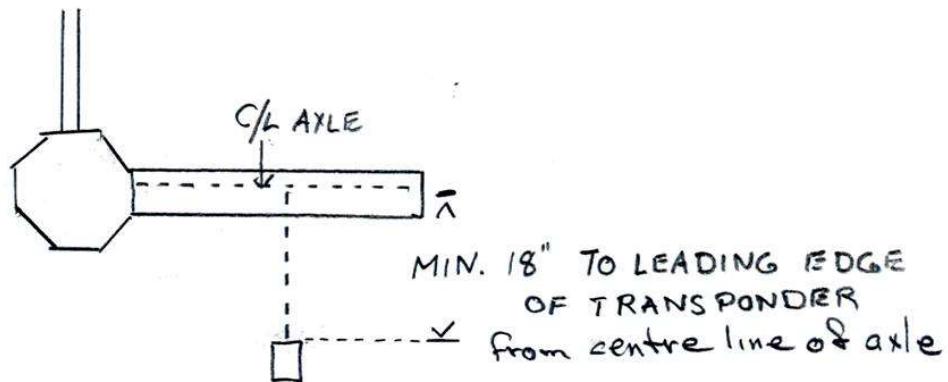
1. Only stock production automatic three (3) speed transmissions allowed. NO modifying of transmission in any manner is allowed. All gears must be in working order. Gears must remain stock and unaltered. All cars must have a stock unaltered V8 torque converter. The minimum diameter torque converter that can be used is 11 inch (11").
2. **2 speed Powerglide transmission allowed with additional 150 lbs. added to total weight of the car.**

TRANSPONDER

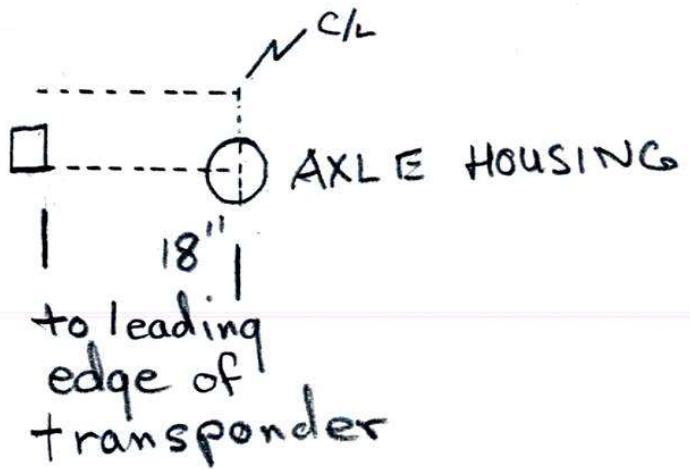
AMB Transponders, i.e. one-way radios, will be mandatory for all divisions. The frequency used will be 454.0000 (instituted 2018 season).

- Right Rear 18" Behind Center of Rear Axle.
- If Hole needs to be cut in the body of the car it must be 8" in diameter and the tip of the transponder must extend just below the opening.
- All transponders should be mounted no higher than 2' off the ground on the proper brackets.
- DO NOT wrap wire or any metal material around transponder to assist in secure placement on bracket.
- Plastic tie wraps or cable ties are OK.

TOP VIEW



SIDE VIEW



ENGINE

1. One (1) small block V-8 engine ONLY. All **ENGINE BLOCKS** must be standard production and have stock external and internal measurements. Engine must match make of car used.

CHEVROLET .350 C.I. ONLY

FORD .351 C.I. ONLY

CHRYSLER ...360 C.I. ONLY

2. All engines allowed up to .060 overbore.

ENGINE – continued

3. NO special or high performance engine components allowed. All engine parts and components must have been available on a stock OEM production passenger car. NO alterations or cross breeding of engine components. NO coating of any internal parts!
4. Stock production OEM passenger car cast iron two (2) barrel intake **MANIFOLDS ONLY**. NO truck or marine manifolds allowed. NO alterations or modification to manifolds allowed. NO coatings of any type allowed on or in manifold with the exception of paint ONLY on the top exterior surface.

Optional: In addition to the GM intake manifolds allowed. Open motor Street Stocks will be allowed to run the following additional unaltered manifolds: Weiand X-Celerator, Chevrolet 7547/7547-1 or Edelbrock Torker II/5001. A BRP 377 adapter must be used to connect the carburetor to the intake manifold.

5. ONLY stock production OEM **CRANKSHAFTS** or the SCAT 910442 permitted. Stock stroke ONLY. NO lightening of crankshaft allowed. NO cutting or trimming of counterweights. NO grinding or polishing of external surfaces (excluding rod and main journal surfaces). Normal stock production type balancing ONLY.
6. ONLY Stock production OEM production forged **RODS**. Stock length rod to be used (CHEVY 5.7). NO polishing or lightening of rod.
7. ONLY cast, stock type flat top **PISTONS** with a full skirt are allowed. Pistons must be three (3) ring type and use all three (3) rings. Pistons must be used as manufactured. NO lightening. Pistons must be four (4) eyebrow type with top eyebrow matching bottom eyebrows (mirror image). NO part of piston may extend past block deck.

8. ONLY stock production OEM cast iron **HEADS**. Casting number must be unaltered and visible!
 - a) Heads must have stock internal and external measurements.
 - b) Maximum valve size allowed is 1.94 for intake and 1.50 for exhaust.
 - c) Stainless valves allowed. NO titanium valves allowed.
 - d) NO undercut valves allowed. ONLY stock valve stem diameter allowed with no tolerance.
 - e) Stock valve spring diameter ONLY.
 - f) Steel valve spring retainer ONLY
 - g) NO altering or modifying of combustion chamber. NO grinding, polishing, or valve unshrouding allowed in chamber.
 - h) NO porting, polishing, grinding, acid porting, blending or filling of ports allowed.
 - i) Stock OEM rocker arms ONLY (CHEVY 1.5). NO roller type rocker arm.
 - j) Maximum compression ratio is 9:1.
 - k) NO CHEVY small type combustion chamber cylinder heads.
 - l) NO center bolt style cylinder heads.
 - m) Push rod guide plates allowed.
 - n) 3/8 inch ($\frac{3}{8}$ ") screw in rocker studs allowed.
 - o) Polylocks will be allowed.
9. Hydraulic flat tappet **CAMS** ONLY. Maximum lift is .390 for intake and .410 for the exhaust (both measurements are from the valve). Must use hydraulic valve lifters with stock lifter measurements. 842 BORE ONLY. NO bushings allowed. NO roller, solid or mushroom lifters allowed. Maximum intake lobe lift is .264 and maximum exhaust lobe lift is .277 (both checked at the push rod). NO solid or roller cams. NO gear or belt driven cams allowed.
10. Stock OEM **harmonic dampeners** ONLY.

11. Engine must be in **stock location** and stock crank height. After market oil pans, valve covers, and air cleaners are allowed. **Oil pans** must have 1 inch (1") inspection hole for tech, or be prepared to pull pan in tech!
12. NO coatings of any kind including paint is allowed on any interior engine part.
13. An interior engine part consists of any part that cannot be seen on an engine in complete race ready form. NO coatings on exhaust, internal or external!
14. The use of aftermarket **pulley's** will be allowed to aid in the cooling process.

CARBURETOR

1. One HOLLEY #4412 2 BBL carburetor will be allowed. Must be box stock. Metering block numbers allowed: 5924, 5925, 11180, and 10570. Metering blocks are subject to internal checking and must be unaltered! Accelerator pump must remain 50cc!
ONLY modifications allowed are:
 - a) Choke plate and shaft may be removed.
 - b) Power valve rating, accelerator pump cams, and accelerator discharge nozzle size may be changed.
 - c) Jets may be changed.
 - d) Drilled hole in throttle plate may be enlarged.
 - e) NO other changes will be allowed.
2. The carburetor must be used with an unaltered BRP 377 adaptor or equivalent adaptor. Maximum thickness at adapter plate with gaskets is 1.100.
3. NO special **air cleaner** tops or bottoms that direct air into the carburetor. NO plastic air cleaner tops or bottoms. Metal ONLY. NO

carburetor inserts to direct air into the carburetor. NO air boxes, hoses, or any device that directs air into the air cleaner.

OPTIONAL 2021 STREET STOCK MOTOR

The detail on the GM “602” crate will be as follows:

1. The General Motors (GM) / Chevrolet Performance Engine part number #88958602/19258602 will be allowed as an option for the 2021 SS Class.
2. The engine and all components must remain in their original configuration and form as purchased and/or delivered from the factory. Any alterations to the engine will not be permitted. The Engine must remain as manufactured by General Motors with a stock 4 inch (4") bore. Overbore(s) will not be permitted. Sleeve repair may be permitted with written permission from Ransomville Officials.
3. All engines are to remain sealed from the factory. The original factory seals must remain unaltered. Tampering, removal, modifications of any type and/or broken factory seals will not be permitted. The GM Engine must remain unaltered in any way.
4. The GM Crate Engine seals (bolt-type) must remain unaltered. Ransomville Officials may require specific sealing and verification of all seals on any GM Crate Engine. Tampering with and/or alteration of any seals will not be permitted and is subject to immediate penalty and/or suspension.
5. Only GM **replacement parts** of any type will be permitted for any type of replacement and/or repair work. **Only GM Crate Engine specific valve springs may be used for replacement and/or repair, Part Number # 10212811.**

6. GM Crate Engine **repairs** must be authorized by Ransomville Tech Officials. GM Crate Engine repair procedure works as follows:
 - a) Contact your track promoter and/or your local track Technical Officials.
 - b) The Promoter and/or Technical Officials will specify a repair location and instruct the driver/owner where to take the engine to get an estimate.
 - c) Based on the estimate and the detail of the repair, Ransomville officials will determine if the repairs may be made or if a new engine must be purchased.
 - d) If a repair is approved, a specified inspector will inspect the engine and work with the engine repair facility throughout the duration of the repair to ensure that the engine maintains the GM Specifications.
 - e) Upon completion of the repair(s) the engine will be ‘resealed’ before being released for competition.
 - f) All parts including the **gasket repair kit(s)** must be stock O.E..M Chevrolet Performance replacement parts. The receipt(s) generated from the Chevrolet Performance Dealer and/or parts department must be retained and a copy presented to Ransomville Tech Officials for verification.
 - g) **Overbores** will not be permitted. If a cylinder has scoring and/or needs repair it must be communicated to Ransomville officials before being sleeved to maintain the original bore size.
 - h) **Valve jobs** will not be permitted. Valves may be lapped.
 - i) If the **cylinder head** requires resurfacing and/or valve seats, a new cylinder head must be purchased. Machine work of any type will not be permitted to the cylinder heads.

- j) Bead blasting and/or any polishing and/or any alteration to the intake manifold and/or cylinder heads will not be permitted.
 - k) The **distributor** advance curve and/or all parts must remain stock as manufactured.
 - l) All engine information regarding repairs and/or engine introduction must be retained and turned into Ransomville Officials, to track and manage engine database, including the driver, serial number, repair, type of repair and/or what type of service was performed to any engine.
 - m) If any repair estimates come back to the Ransomville Officials that meet and/or exceed 80% of the actual price of a new engine, a new engine must be purchased. The engine that was damaged will no longer be eligible for competition.
7. Ransomville Officials reserve the right to technically inspect, exchange and/or confiscate any GM Crate Engine (**OR PARTS**) at any time. Failure to surrender the engine and/or submit the engine for inspection equals disqualification from the event and/or suspension.
8. The intended direction of the GM Crate Engine program is to maintain a cost-effective, affordable racing program. Rebuilding, balancing, blue printing and/or any other alteration made in an attempt to influence the integrity of this program will not be permitted. The judgment and determination of any such decision will be at the sole discretion of DIRTcar and/or World Racing Group Officials.
9. One HOLLY R4412 required with the same specs as the open motor. The carburetor must be used with the BRP377 adapter or equivalent to be named later.
10. **Flywheel/Flex** plate must remain stock.

11. 94 Maximum Octane Standard Pump Gasoline, and VP 98 will be the only fuels allowed. NO ethanol allowed. No additives. No mixing.

Driver's that violate the Crate Motor technical rule shall be subject to disqualification and/or fine and/or suspension and/or loss of points for season and/or and other action deemed appropriate by Ransomville Speedway Officials.



Sunflowers of Sanborn Mini Stocks Rules

For 2021, the Ransomville Mini Stocks and ODCC (Ontario Dirt Competition Committee Mini Stock Rules) will be allowed to compete with some minor rule changes. The intent is to open the division up for more drivers. There is no interchanging of ‘some’ rules from one track and ‘some’ rules from another track (cross breeding.) The car must meet a set of rules from one track. The track reserves the right to equalize cars with weight at any time.

Mini Stock Front Wheel Drive Rules

VEHICLES ALLOWED FOR COMPETITION: Any front wheel drive 4 cylinder midsize, compact or subcompact unibody cars ONLY. Not Allowed: convertibles, station wagons, two seat sports cars, 4 wheel drive or all-wheel drive vehicles or rotary engines.

The term “Stock” means that the item/part must have been a standard item/part on the MAKE and MODEL of the vehicle being driven as a racecar. This also includes aftermarket replacement direct fit, direct replacement part that meets size/weight/material/design/function requirements as if factory produced.

Just because the O.E.M. company that manufactured the vehicle manufactures a part does NOT mean the part is legal. The part must have been available on the specific vehicle being used for competition.

- No modifications, No racing parts, No limited production factory race cars or components.

- No interchanging (hybrid) of any item including but not limited to engine, transmission, electronics, suspension, steering, brakes, etc and their individual components.
- All identification and serial Numbers must be present and legible.
Vehicle/Components may be deemed illegal for competition if they are missing or appear to have been tampered with.

SAFTEY REQUIREMENTS:

- Aluminum Racing Seat mounted to roll cage with a minimum of 6 grade 8- 3/8 bolts.
- 5 Point Seat Belt mounted to roll cage w/recommended fasteners or wrap around style.
- Seat belt cannot be more than 5 years old.
- Driver's side window net w/quick release is mandatory.
- Master Battery shut off mandatory and must be mounted on left side of dash within reach of safety crew and driver. Electric Fuel pump must turn off with switch also
- Window Net Release and Shut Offs must be clearly marked.
- Helmet and Fire Protection to follow standard track rules.
- **RACEIVERS will be mandatory. Frequency 454.000.**

ROLLBARS: Must have complete 4 point roll cage (6 point highly recommended), installed in a professional manner with a min. 1 ½" .095 wall steel tubing. Must have 3 door bars on driver's side (4 highly recommended) and two door bars on passenger's side. Front hoop will be allowed.

REINIFORCEMENTS: Front and rear hoops permitted with min. 1 ½ x .095 round tubing. Front hoop is intended to replace upper radiator support and upper frame rails and should follow same. Tubing must be 1 continuous tube and welded to the front of the front strut towers (rear of rear strut towers). 2 down tubes each allowed from upper tube to lower frame rails. Rollcage or 2×2 tubing allowed to connect front and rear lower frame rails together in driver compartment along floor.

Strut Braces: OEM or aftermarket are permitted for front and rear. Bolt on, nonadjustable ONLY and must bolt to upper strut mounts/no welding. No other reinforcing or modifications allowed to suspension or mounting areas.

BODY: All body panels must remain stock including front and rear bumper covers! Must have stock floor pan and complete stock trunk floor. No removing of inner structure. Trunk floor may be trimmed for fuel cell installation only.

- Outer door panel skins of same gauge sheet metal are permitted to allow for door bars but MUST have 4 bars on driver's side. Doors must be welded, chained or bolted shut.
- Sunroof and firewall holes must be covered with at least same gauge sheet metal with rivets, bolts or welding. Engine/fuel area must be sealed off from driver.
- Hoods and trunks must be secured w/2 safety pins each when using hinges or 4 without hinges. No hood scoops.
- Glass must be removed and screen placed in windshield area with 2 support rods.
- Exterior door bars permitted with 1" x 1" square tubing. All exterior tubing must be tight to the body and securely fastened. Ends must be welded closed without any sharp edges. Front and rear tow chain loops are mandatory.

FUEL TANK/CELL: Stock fuel tank permitted as long as it is ahead of rear axle and must be securely fastened with at least 2 straps (additional is recommended). Racing fuel cell is allowed. Max. 12 gallon cell must be mounted in a safe manner. Must have protection loop behind fuel cell and must be protected front, rear and bottom with minimum 18 gauge steel and be a minimum of 12" from the ground.

SUSPENSION and STEERING: Must have stock suspension and steering components. All control arms, trailing arms, pivot points and axles must be in stock position. All cross members must be stock position, no slotting of holes or repositioning of cross members to alter the wheel base or change angle of control arms and trailing arms. No modifications to any steering or suspension components. No limiting of suspension travel. Only Steel Body Non Adjustable Shocks Permitted. Maximum new cost of \$100 per shock or strut.

- $\frac{3}{4}$ " positive or negative camber maximum allowed at any wheel.
- Spring rubbers permitted.
- Polyurethane bushings allowed that meet size/weight/design and function.

Tires and Wheels

Steel racing wheels 7" wide.

Any D.O.T. Passenger car tire (all season radials), **no racing tires, no Hoosiers or American Racers**, 8" maximum width. No LT, tractor, snow, mud, bias ply, DOT racing, or studded tires allowed. Minimum of 200 tread wear listed on tire. Tire width will be measured at top of tire, inside shoulder of tread to outer shoulder of tread.

ENGINE: Engine and components must remain stock as manufactured. No turbochargers, superchargers, nitrous, etc.

- No racing parts allowed
- No decking of block
- Stock flat top or dished pistons only
- Must have stock compression or less
- Max. .60 over bore allowed
- Pistons may not come above block deck (except Toyota laser block)
- Stock crank
- No light weight pistons or rods and no forged pistons must be stock
- Sand blasting, bead blasting, acid dipping, porting, polishing and welding are prohibited.
- Heads will be pulled to check bore, stroke and machining. Minimum amounts for cleanup will be allowed. Tech decision will be final.
- Only composite OEM head gaskets allowed. No thin metal or copper shim type allowed.
- No roller rockers, unless stock OEM. Only stock cam followers/lifters, or push rods.
- Stock fuel injection system, fuel pump and fuel pressure regulator. No modifications.
- K&N filters allowed must be in stock location. No air induction or other devices to direct air. Cold air kits allowed
- Intake and throttle bodies must be stock OEM with no modifications.
- Headers allowed but will have a \$200 (new) maximum that can be spent on them. Stock manifolds are allowed.

Electronics: Stock only! This includes computers, ECU, PCM, ignition, sensors, wiring, etc. No ignition boxes or addition of any other component allowed. No backup components or modifications of any kind. ALDL connection and all electronics must be fully functional, accessible to tech and out of reach of driver.

DRIVETRAIN: transmissions, differentials, flywheels and torque converters must remain stock. No lightening. Clutch and pressure plate must be Stock. A 1" hole in bell housing in line with clutch mandatory. Transmission must have ALL working gears. No light weight driveshafts. Cars may have locked differentials.

WEIGHT: Minimum weight is 2500 lbs. 3 or 4 valves per cylinder engines must add 100 lbs.

- Track officials reserve the right to make adjustments to weight and at any time including placement. Weight must be located in trunk floor area and bolted with a minimum of (2) ½ inch bolts. All added weight must be painted white and include car #. Any racecar will be disqualified if weight falls off. Removal of mud will be at the discretion of the tech inspector.

Dominant Car Equalization: After two feature wins, a minimum of 50 pounds may be added to current weight and with every subsequent win, 25 pounds must be added. Speedway may add weight to any car at anytime. This rule is at track discretion and may be implemented at any time.

EXHAUST: Exhaust recommended to exit behind driver and mufflers are mandatory! Maximum exhaust size is 2.5" OD. Stock manifolds or stock headers allowed. Exhaust must not run through the interior of the car.

BRAKES: Stock as manufactured brake system. All 4 brakes must work at all times. No modifications or addition of line locks, adjusters or check valves.

Mini Stock Rear Wheel Drive Rules

#1 – Body

1.1 STOCK APPEARING BODIES ONLY! Can buy aftermarket body packages from 5 star Bodies or Performance Bodies or make your own bodies from steel or aluminum will be legal.

1.2 Rear body must be closed in.

1.3 Any 4 cylinder Rear Wheel Drive front engine Car.

1.4 Minimum weight 2500 lbs. with driver.

1.5 Recommend to tie front frame to rear of car with 2×2 and attach roll cage to 2×2 but not mandatory.

1.6 Must have complete 4 point cage installed in professional matter 1 1/2" .095 tubing min 3 door bars on drivers side. 6 point cage with 4 driver and 3 passenger side door bars strongly recommended.

1.8 Aluminum racing seat and 5 point harness mandatory! Seat must be attached to roll cage with at least 6 Grade 8 3/8 bolts. Belts must not be older than 5 years and properly attached to roll cage.

1.9 12 gal max racing fuel cell STRONGLY recommended. If running stock fuel tank must have steel skid plate and be securely mounted.

#2 – Front / Rear Suspension

2.1 Chassis must retain stock type suspension. NO adjustable spring pockets allowed

2.2 Wheel base must be stock for that make/model car. Wheel base MUST be square within a 1/2" tolerance on both sides.

2.3 Only Steel Body Non Adjustable Shocks Permitted. Maximum new cost of \$100 per shock or strut.

#3 – Engine

3.1 Engine must remain stock as manufactured. DOHC engines are allowed. No Rotary Motors Allowed

3.2 No turbo chargers, only naturally aspirated motors.

3.3 Must be same engine for make.

3.4 No strokers.

3.5 Block may be bored up to .060

3.6 Maximum of 2.5 liter. Crank and Rods must remain OEM.

3.7 Any valve, cams and rockers. Porting permitted to Head ONLY!

3.8 Stock intake no machine work to be done on intake.

3.9 No high performance ignitions or ignition boxes. OEM only.

3.10 Stock carburetors, stock fuel injected or stock Holley 2 barrel 4412 or 4412s carburetors must pass track tech inspection tools.

3.11 Site plug optional in oil pan on drivers side of oil pan, towards the front of pan, 3 to 6 inches back OR be prepared to pull oil pan.

3.12 Headers allowed but will have a \$200 (new) maximum that can be spent on them. Stock manifolds are allowed.

3.13 OEM 12volt ignition systems only.

#4 – Transmission, bell housing, drives shaft

DRIVETRAIN: transmissions, differentials, flywheels and torque converters must remain stock. No lightening. Clutch and pressure plate must be Stock. A 1" hole in bell housing in line with clutch mandatory. Transmission must have ALL working gears. No light weight driveshafts. Cars may have locked differentials.

4.1 Front and rear hoops strongly suggested.

#5 – Brakes

5.1 4 wheel brakes must work at all times.

5.2 NO Emergency Brakes Allowed

#6 – Tires and Wheels

6.1 Steel racing wheels 7" wide.

6.2 Any D.O.T. Passenger car tire (all season radials), **no racing tires, no Hoosiers or American Racers**, 8" maximum width. No LT, tractor, snow, mud, bias ply, DOT racing, or studded tires allowed. Minimum of 200 tread wear listed on tire. Tire width will be measured at top of tire, inside shoulder of tread to outer shoulder of tread.

#7 – Other

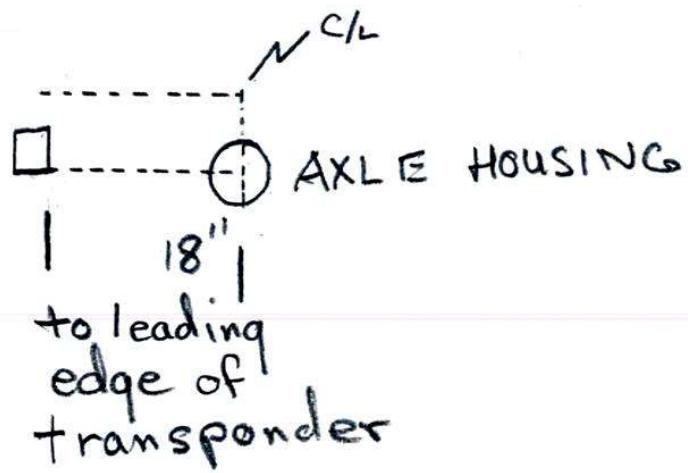
7.1 EXHAUST: Exhaust recommended to exit behind driver and mufflers are mandatory! Maximum exhaust size is 2.5" OD. Stock manifolds or stock headers allowed. Exhaust must not run through the interior of the car.

NOTE: While the above rules offer a good outline, not everything can be covered by a written rule. If a car has a part that no one else has, and its not mentioned in the rules, its not assumed legal. Ask first. If you want to run anything not covered contact the track office (raceransomville@gmail.com) if you don't ask and anything is found it will automatically be ruled illegal. Any item found illegal will be confiscated!

TRANSPONDER location FWD and RWD:

- Right Rear 18" Behind Center of Rear Axle.
- If Hole needs to be cut in the body of the car it must be 8" in diameter and the tip of the transponder must extend just below the opening.
- All transponders should be mounted no higher than 2' off the ground on the proper brackets.
- DO NOT wrap wire or any metal material around transponder to assist in secure placement on bracket.
- Plastic tie wraps or cable ties are OK.

SIDE VIEW



TOP VIEW

