



Ridge Runner Rules Package

THESE RULES WILL BE ENFORCED TO ENSURE THAT ALL WHO PARTICIPATE HAVE THE OPPORTUNITY TO BE COMPETITIVE. ANYTHING NOT COVERED BY THESE RULES MUST BE APPROVED BY Track OFFICIALS. Upon inspection, Track Officials may penalize, fine, suspend, withhold money and/or points, confiscate parts, or disqualify any competitor for rules infractions. If a competitor is disqualified for using any illegal parts, the competitor may lose all points accumulated prior to and including date of disqualification under discretion of Track Officials. The use of carbon fiber or titanium parts are not allowed. Any questions regarding rules should be addressed with Track Officials, prior to assuming legality. It is the competitors' responsibility to read and understand all rules. It is the competitor's responsibility to declare what engine option they are competing under.

The Ridge Runner Division is intended to be an entry-level class of race cars. Everything about the vehicles must remain stock for the Year, Make, and Model of the vehicle being used. Racing parts are not allowed, except as permitted or required in these guidelines or specifically approved by Track Officials. Vehicles must remain completely stock in appearance, configuration, set-up, and running gear including engines, transmissions, and rear ends. Any variances from these guidelines may result in the disqualification of competition until the variances is corrected, solely at the discretion of Track Officials.

1. Eligible Models

- A. 2002 model year or older. No convertibles, station wagons, trucks, 4-wheel drive or all-wheel drive allowed. Four (4) passenger American made hardtops only.

2. Body

- A. Body and Frame: Must be the same as the Year, Make, and Model as manufactured. All bodies must remain stock. Fenders may be cut, and inner fenders removed for clearance. Inner door panels and inner hood panels may be removed, "ALL" other panels must remain in place. Front and rear firewalls as well as floors must remain stock with all holes filled with "STEEL" patches. Trunk compartment must be enclosed from driver.
- B. Glass: All glass must be removed. The windshield shall be replaced with minimum of 1/8" inch Lexan. Full front windshield required. Rear windows are not permitted.
- C. Dash: Must have a full dash, stock or aftermarket
- D. Bumpers: Cars must have full front and rear bumpers. Bumpers may be reinforced but reinforcement must be behind the bumper. Nowhere is there to be anything beyond the front and rear bumpers. Stock appearing aftermarket bumper covers may be used but must be trimmed to give a stock appearance. Bumper covers like those used for Pro stocks and Busch cars are not allowed. No open back panels, it must be completely closed in.
- E. Tow Hooks: Tow hooks, front and rear are mandatory.

- F. Rub Rails: Rub rails are allowed between the tires only. Bars must be mounted flush to the body. Rub rails must be plastic, rails may be riveted to the body with a minimum rivet spacing of twelve (12)" inches. One (1) rail per side maximum.
- G. No front spoilers, deflectors, side skirts, or rear spoilers are allowed.
- H. No holes in hood, air cleaner must remain under hood.
- I. Excessive gutting will result in a 100lbs penalty.

3. Brakes

- A. All cars must have four (4) wheel brakes in working order and remain stock. No racing components allowed. Proportioning valve is allowed for rear brakes only.

4. Carburetor/Fuel Injection/Air cleaner

- A. A stock Rochester 2661 500 cfm two (2) barrel carburetor (#37001) bolted to a stock two (2) barrel cast iron intake manifold, using only one (1) .70 gasket. No spacers or adapters.
- B. Fuel injection is allowed, only if stock for year, make and model.
- C. A maximum three (3)" x fourteen (14)" air filter is permitted, Top and bottom of air cleaner must be completely steel or aluminum. No cold air boxes or ducts of any kind allowed.

5. Chassis, Steering, & Suspension

- A. Frames must remain as OEM manufactured. No cutting, widening, or altering of stock frames permitted. All suspension mounting points "MUST" be in stock OEM location and will be strictly enforced. Sections may be replaced with tubing that maintain stock location; this will be strictly enforced. These changes "MUST" be approved by Track Officials. No altering of any mounting bracket locations of any kind.
- B. Front and rear suspension components must remain stock OEM for chassis used and must be mounted in stock OEM location. No altering of "ANY" suspension components allowed.
- C. **Tubular upper control arms allowed. MUST BE OEM STYLE**
- D. Sway Bar: Stock sway bars only.
- E. Shocks/Struts: Only one (1) shock per wheel mounted in OEM original brackets. Only replacement shocks or struts for year, make, and model of car permitted. No racing, coil-over, adjustable, or load-level shocks allowed. OEM replacement struts shall have a cost of no more than \$150.00 per strut. OEM replacement shocks shall have a cost of no more than \$50.00 per shock. Part numbers must be readable and must be able to be found for online purchase.
- F. Springs must be located in stock position. Front springs must be the same height, rate, wire size and O.D. Rear springs must be the same height, rate, wire size and O.D. No jacking bolts permitted. ONE circular spring rubber that fits in one coil of a spring is allowed. Up to 1/2" spring spacers allowed for cross adjustment along with your 1" spacer to get ride height. If using a 1" spacer to get ride height it has to be in all 4 corners. The 1/2" Spacer for Cross adjustment can be used as you want it but cannot be stacked and can only be used one per corner and can be used in conjunction with your ride height spacers. I.e., to add cross and Ride height add 4 1" Spacers on all 4 Corners then Add 1, 1/2" Spacer to LR and 1, 1/2" to RF and that is ok or just 1, 1/2" to Lr and that is also OK. To Take Cross out do the opposite. What you cannot do is use your 1" Spacers for Cross Adjustment. If you are running them, they NEED to be in all 4 corners, not 2, all 4.
- G. Leaf springs must be same arch and rate from left to right. OEM shackles only in rear. NO adjustment
- H. There will be No mechanical tie downs or any other mechanical/suspension device that limits or binds any suspension travel.
- I. Camber: 1 1/2" inches of negative camber is allowed on the right front wheels and 3/4" inch positive camber is allowed on the left front. Metric cars are allowed two (2)" inches negative right front camber.
- J. Steering: Steering components must remain stock OEM as manufactured for year, make and model. Aftermarket collapsible steering shafts allowed. A quick release steering wheel coupler mandatory.

6. Drivetrain

- A. Transmission: Any Stock OEM automatic 3 or 4 speed transmission with a stock 12" torque converter.
- B. Rear End: Rear ends must be original OEM for make and model of the car. Maximum 3.73 rear end gear.
- C. Driveshaft: Only steel (magnetic steel) driveshafts allowed. Driveshafts must be painted white. It is mandatory to use two (2) circulars 360-degree steel brackets/loop, minimum 2" x 1/8" positioned near each u-joint.

7. Engine

- A. Must display C.I. on hood.
- B. Cars may use eight (8) cylinder engines, all engines must remain stock.
- C. Ford and GM cars are limited to a maximum 351 cubic inch engine, stock for year, make, and model car that it is being used in.
- D. Chrysler cars are limited to a maximum 360 cubic inch engine.
- E. Stock engines are a maximum 415 valve lift with a 209 duration, four (4) valve relief flat top pistons with a maximum compression ratio of 9.5 to 1 and a maximum valve size of 1.84. Maximum 150 psi cylinder compression.
- F. Boring up to .030 over is allowed.
- G. Turbo or supercharged engines are not allowed.
- H. No electric fuel pumps allowed.
- I. Any other engine combinations must be approved by tech.

8. Engine Cooling

- A. Radiator: Only one (1) radiator may be used and must fit under the hood. Radiator support must remain in stock location.
- B. Electric fan allowed.
- C. NO ANTIFREEZE ALLOWED.

9- Engine Electrical

- A. Starter: Starter must be in OEM location on the block. Starter must be in working order at all times.
- B. Battery: Battery must be securely mounted under the hood or behind the driver's compartment and protected by a non-conductive cover. ONE 12V BATTERY ONLY.
- C. OEM distributor only. No Billet units, NO rev limiters.
- D. Battery disconnect switch required.

10. Engine Location

- A. Engine must remain in stock OEM location as manufactured for year, make, and model. No engine set back, or off-set allowed.

11. Exhaust & Mufflers

- A. Stock muffler must remain in place to attain minimum noise levels. Dual exhausts are allowed using original manifolds and the stock mufflers. Tail pipes must exit at the rear of the vehicle. Glass pack style mufflers are not allowed.
- B. Max exhaust size 2 1/4" Measured at muffler.

12. Fuel

- A. Fuel Cell: A Twelve (12) gallon fuel cell is allowed. Trunk may only be cut to fit the fuel cell with a two (2)" inch clearance. The rest of the trunk area "MUST" remain intact. Excessive gutting will result in weight penalties. MUST run track fuel or pump gas 87-93 Octane.

- B. Fuel: High octane racing fuel is permitted, although not encouraged or recommended at this level of competition. Any standard quality street-pump fuel is fully satisfactory and will save the competitors unnecessary and excessive fuel expense.

13. Ground Clearance

- A. Ground Clearance: Minimum ground clearance is six (6)" inches with driver in car.

14. Lettering & Appearance

- A. All cars must be numbered. All numbers must be confirmed with Track Officials. Tracks reserves the rights to reassign numbers to avoid scoring duplications. Car registration for cars that raced the previous year (minimum of 3 races) will have first refusal of numbers until January 31st, then will be first come first serve, if duplicate number requested will refer to previous year's points.
- B. All cars must have numbers on both doors and roof. All numbers must be a minimum of 18" and must be registered and approved. Roof numbers must face the passenger's side. All numbers must be distinctly contrasting to the color of the car. No reflector or metallic numbers. All numbers to be subject to visual approval of Track Officials.
- C. All cars must be presentable on race day and subject to Track Officials approval
- D. All cars must have their total weight and left side weight decal on the right front corner of the roof, and their RaceDay Productions Safety decal on the left front corner of the roof.

15. Mirror

- A. Maximum 4" Spot Mirror Allowed. Track Officials can pull mirrors at their discretion on a case-by-case scenario.

16. Roll Cage

- A. All cars must have a four (4) point roll cage constructed of 1 3/4" outside diameter X .095 wall steel tubing. The roll cage shall consist of 4 vertical upright bars connected at the top on all sides and shall be adequately cross braced. The base of the upright members shall be solidly welded to the frame of the car. Four curved door bars on the left side and three curved or straight door bars on the right side are mandatory. Offset cages are not allowed. Roll bars within the driver's reach must be padded. Track Officials must approve all roll cages. Roll cages: Main bar must not have more than 10 degrees lay back. Engine bay hoop is permitted. The rear roll cage upright may not extend past the rear door seam more than two (2) inches.
- B. Inside front and rear cage bars allowed, one per side. Rear bars from center cage to rear most part of chassis. Front bars from center cage to front part of chassis.
- C. Foot protection bar is allowed from the front cage upright thru the firewall to the back side of the upper A-frame/strut tower running under the dash.

17. Safety - POSTED IN RACE PROCEDURES

18. Seat

- A. Racing Seat: Aluminum padded racing type drivers' seat is required. Seat must be bolted to brackets firmly and welded to the roll bar assembly.

19. Tires

- A. Tires will be Hoosier 790 compound and will be available for purchase at the tracks. A tire rule/allotment to be determined.
- B. No tire softener, conditioner, or treatments of any kind allowed.

20. Transponders/Scanners/Radios/Electronics/Cellular Phones

- A. Transponder- All cars must be equipped with a transponder and must be operational at all times during practice, qualifying, and features. If at any time your transponder isn't working, you will be Black flagged off the track. Transponder will be mounted on the right rear frame rail (inside or outside) exactly twelve (12)" inches to the rear of the centerline of the rear axles.
- B. Scanners- Each competitor **MUST** have a one-way scanner programmed to 454.000 at all times during practice, qualifying, and feature event, so Track Official/Race Control/Scoring can stay in contact.
- C. Cars will not be allowed to carry "ANY" on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, or digital readout gauges. Cellular phones are not allowed in cars at any time. Go-Pro type devices must be approved by Track Officials prior to use.
- D. No 2-Way Radios allowed. No 2-Way Communication allowed.

21. Tread-width

- A. Tread-width of 71 ½" inches measured from outside of wheel bead to outside of wheel bead.

22. Wheels

- A. Wheels: Wheels are limited to seven (7)" inch. No lightweight racing wheels.
- B. All lug nuts are required to be (1)" lug nuts, and 5/8" wheel studs allowed.

23. Wheelbase

- A. Wheelbase: All cars must have a minimum of 100.5" inches as OEM manufactured. No shortening, lengthening, or widening of ANY part of the chassis allowed. Car's "MUST" maintain OEM wheelbase.

24. Weight

- 302 - 318 Coil Spring Car: 3000 54% left side weight
- 319 -350 Coil Spring Car: 3200 54% left side weight
- 302 - 318 leaf Spring Car: 3200 54% left side weight and 47% rear weight
- 319 - 350 leaf Spring Car: 3200 54% left side weight and 47% rear weight
- 302 - 318 GEN 4 Car: 3200 54% left side weight and 47% rear weight
- 319 - 350 GEN 4 Car: 3200 54% left side weight and 47% rear weight

Any rule may be adjusted to ensure an Equal and Competitive racing division and not to disallow any car to not compete during the season.

It is the responsibility of the competitor to read and understand these rules. If you have questions about any of these rules, please ask your Track Official before building.

Any interpretation or deviation of these rules and/or procedures is left to the discretion of Track Officials and/or Track Management. Their decisions are final.

If there is a rule that your car does not comply to please contact Track Officials so we can see if there is a solution

Rules may be adjusted to meet the needs to equal the playing field without notice.