

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 his/her 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.

BENEFITS AND INSURANCES

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. Rand 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 his/her opinion is unsafe and he/she shall report that condition in writing to the Race Director. Any driver entering any racing events is considered to have inspected the track and agreed all conditions are satisfactory to him/her...if not, **HE/SHE SHOULD NOT RACE**. The further indicated that he/she 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: 14 yr. – 18 yr. Require parents or guardians to fill out and sign a release form. No one under the age of 14 permitted in the pit area.

CLAIM INFORMATION AND/OR INJURY INFORMATION

When involved in an accident involving injury to yourself, advise the racing officials immediately so the necessary reporting will be accomplished....**NO CLAIMS WILL BE CONSIDERED UNLESS REPORTED PRIOR TO LEAVING THE SPEEDWAY PROPERTY THAT DAY.** Contact the rescue vehicle driver or Safety Director and give him/her a full report before you leave the Speedway. If you are physically unable, your crew is responsible for the report.

MEMBERSHIPS

- 1) Ransomville honors both DIRT Memberships plus 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, 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 2008.
- 4) In 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.
- 5) Any member who permits someone else to use his/her membership license shall be fined not less than \$100 and/or be disqualified.

HANDICAPPING



- 1) A car number will be reserved when buying a track license. Whenever possible, requested numbers will be assigned, but the handicapper 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 decided by the track handicapper and announced before the first heat for each division.
- 5) If a driver qualifies 2 or more cars, he/she 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/handicapper. 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 handicapper or race director.
- 9) Top 5 in point standings are guaranteed starters.
- 10) Driver and car must report to the handicapper one hour before the original race program starting time to use handicapped 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.

GENERAL RULES

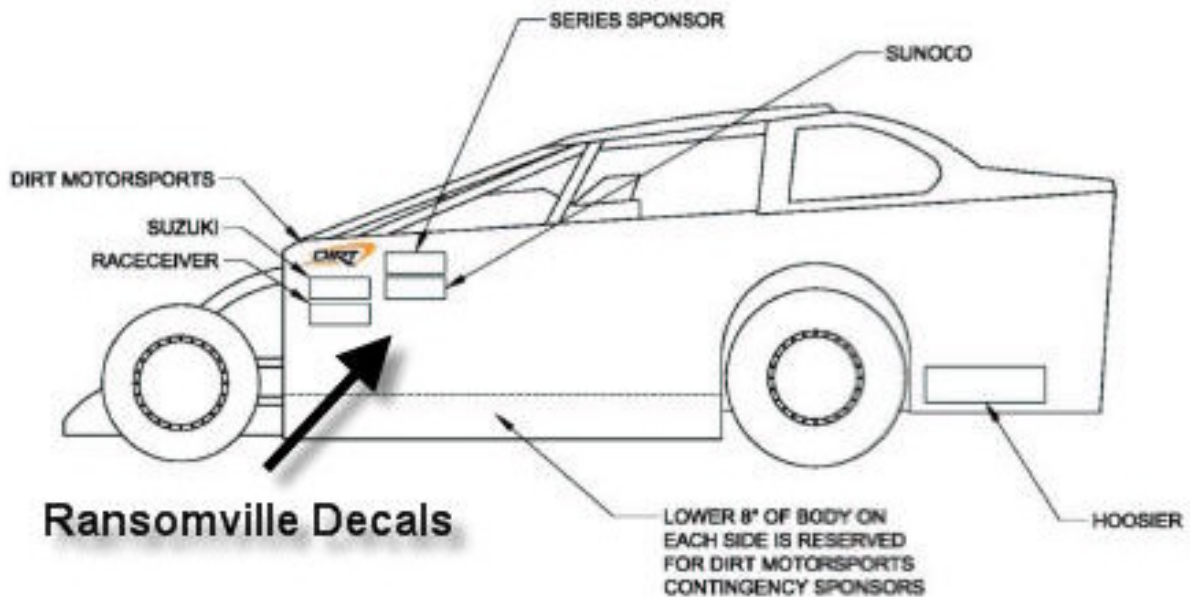


- 1) All cars should be neatly painted and carry numbers at least 18” high on both doors, roof, and rear back and 8” numbers on front. The use of number decals is acceptable if the number is legible.
- 2) It is recommended that there be no solid black or dark blue paint jobs. All dark colored cars shall have a contrasting light color somewhere else on the car.
- 3) Director of Tech reserves the right to request body sheet metal to be replaced and painted should it get beaten out too badly.
- 4) 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.
- 5) The fuel shutoff valve shall be labeled ON/OFF with a bright color and mounted to the right side of the driver.
- 6) Two (2) throttle return springs and a steel toe loop in gas pedal is recommended .
- 7) All cars must carry operable fire extinguishers capable of putting out fuel and oil fires.
- 8) 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 flame-out system for the car.
- 9) No air jacks for any division.
- 10) No drums for fuel on track premises. This is an insurance regulation.
- 11) 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.
- 12) 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.

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. These decals must be displayed at all times in the following locations:

Sportsman and 358 Modifieds:



Street Stocks and Firehall Enduro Cars



PROCEDURAL RULES

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-regular 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. No practice during intermission. 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. Physical or verbal abuse of any official or unsportsmanlike conduct by a driver, owner, or crewmember may result in the driver being disqualified, suspended, and/or fined.
6. Any member taking physical action against an individual or personal property, for any reason, may be fined and/or suspended. If it is the car owner, the suspension includes the owner's car. Suspension and fine may be extended at the discretion of officials and/or management.
7. No one shall enter judges tower during the racing program. All officials have radio or phone contact with the judges tower and can straighten out any problem.
8. Anyone deliberately disobeying an order of any official may be subject to a fine and/or suspended. The car he/she is connected with will not be allowed to participate in future events until fine is paid.

9. No excessive speeding in pit area.
10. 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.
11. No repairs to cars are to be made on the track at anytime. 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.
12. Each car will start each event on his/her own power or will go to the rear.
13. 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 2008.
14. All cars must take the green flag to be eligible for payoff and points.
15. 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.
16. The starter has complete charge of track while racing. No protest allowed on starter's decision.
17. 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.
18. On a caution or red flag, any car going to the infield or pit area must return to the rear of the field.

19. 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.
20. 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.
21. Any car falling out of position during a caution flag must pick up their position whenever he/she picks up his/her momentum again. If the field passes him, he must fall in at the rear. The only exceptions are if the car is coming to the start-finish line to either check his/her 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 drivers 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.
22. 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.
23. 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.
24. The driver receiving the checkered flag in any feature race must bring his/her 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.
25. All restarts will be double file until the halfway point or three cautions. From that moment on, single file.

26. 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.
27. Any driver guilty of violating any of the flag or light rules will be penalized at the discretion of the starter.
28. 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 fined, suspended and/or disqualified. Fined driver will not be allowed to compete until the fine is paid.
29. 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.
30. The race begins at the commencement of pace laps, but scoring and official distance begins when the green flag is displayed.
31. 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.
32. Any driver new to a division will be under a probationary period.
33. No person will be permitted to ride on the outside of a car at any time.
34. Cars going through tech are allowed to have two (2) 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.
35. 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.
36. **For the 2008 Season, One way Radios will be mandatory in all divisions. The Frequency used will be 454.0000.**

PROTEST PROCEDURES AND RULES

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. 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.

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 completion of the feature event. **Any competitor who institutes a tech tear down inspection must tear down his/her 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/tranny. (ie. 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.

All protest fees must be paid by the protesting team. No grouping together of teams to protest will be permitted!

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.

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!

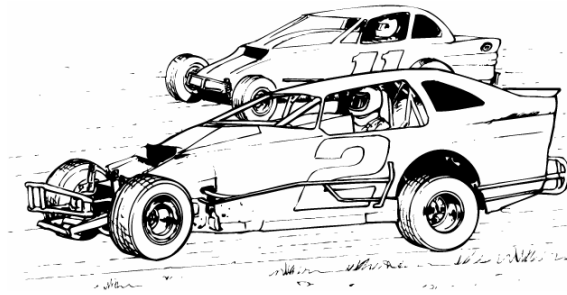
If a race result is protested, the track promoter can, at his/her discretion, delay purse distribution until the matter is ultimately decided by the appellate board. Ransomville Speedway reserves the right to refuse any protest if the protest is deemed unnecessary and/or being used for harassing purposes.

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 AWARDED

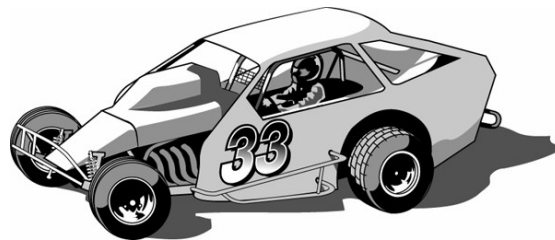
1. Track points will be awarded for all events, unless sanctioned event is by invitation or otherwise stated. The number of cars in the heats, consolation and feature events are determined by the handicapper.
2. Track points will be awarded to drivers only. Drivers and owners must have track membership 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 2008 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	20
24	20
25	20
Others	20



Sportsman Rules

We will follow the 2008 DIRT Rulebook and also allow the 2007 DIRT Open Motor Option.



358 Modified Rules

Current 2008 DIRT 358 Modified rules will apply

STREETSTOCK RULES



The Street Stock division is designed as a beginner class. Driver's may not move down from Pro Stocks for a 2 year period. Drivers from other divisions may not move down to Street Stock with-out prior approval from race director.

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, & MODEL OF CAR USED. A TOLERANCE OF PLUS (+) OR MINUS (-) 1 INCH WILL BE ALLOWED.
3. NO CROSS BREEDING OF FRAMES AND BODIES. **(IE. 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 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. UNIBODY CARS MAY TIE SUB FRAMES TOGETHER WITH STRAIGHT TIES ONLY.



1988 MONTE CARLO STEEL AFTERMARKET SIDE PANELS MAY BE USED. FOR 2008, ALUMINUM SIDE PANELS WITH A MINIMUM THICKNESS OF .040 WILL BE ALLOWED. **CARS WITH ALUMINUM SIDES MUST HAVE ADDITIONAL STEEL PROTECTION LINING THE DRIVER SIDE DOOR BARS. THIS IS FOR SAFETY PURPOSES. ALL OTHER PARTS OF THE BODY MUST REMAIN STEEL! (HOOD, TRUNK, ETC.)** ANY AFTERMARKET SIDE PANELS MUST RETAIN STOCK DIMENSIONS AND CURVES. NO FLAT PANELS!

5. ALL GLASS MUST BE REMOVED. WINDSHIELD MUST BE REPLACED WITH FULL SCREENING (ONE INCH SQUARE MAXIMUM) FROM PILLAR TO PILLAR.
6. CAR MUST RETAIN STOCK FRONT FIREWALL. 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 DRIVER'S SEAT) TO REAR SHELF AND DECK LID, AS WELL AS VERTICALLY TO THE FLOOR.** NO ALUMINUM ALLOWED. NO COCKPITTING OF INTERIOR FROM DRIVER TO PASSENGER SIDE DOOR. FLOORBOARDS MAY BE REPLACED BUT MUST BE NO HIGHER THAN REAR OF TRANSMISSION COVER.
7. A MINIMUM FOUR (4) 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 OF CAR ALLOWED.
8. ALL DOORS MUST BE WELDED OR BOLTED SHUT.

9. EARLY STYLE MONTE CARLO TAIL SECTION PERFORMANCE BODIES #211100 OR 212100 WILL BE ALLOWED.
10. NO HOOD SCOOPS.
11. REAR OF HOOD MUST SEAL TIGHT TO COWL. NO LOOSE FITTING HOODS.

SUSPENSIONS:

1. FRONT SUSPENSION COMPONENTS MUST BE STOCK FOR YEAR, MAKE, AND MODEL OF CAR USED. STOCK MOUNTS TO BE USED IN THEIR STOCK LOCATION AND POSITION. NO SWITCHING OF LEFT AND RIGHT CONTROL ARMS. **STOCK CONTROL ARM BUSHINGS MAY BE REPLACED WITH POLYURETHANE BUSHINGS. POLYURETHANE BUSHINGS MUST BE OF STOCK CONFIGURATION. NO ADJUSTABLE OR STEEL.**

Optional Control Arms:

The use of Aftermarket Upper Control Arms for Metric Cars are approved for use as an option The following Part Numbers are the only approved Upper Arms

Port City Racing:

100-06-0800RHS (Right)

100-06-0820LHS (Left)

UB Machine:

14-0809-5R (Right)

14-0829-6L (Left)

Steel Shaft only! Aftermarket Control Arms must use the same style bushings that came with the unit!

The Camaro part #'s are yet to be determined, but **these will have exact stock dimensions. We will release #'s as soon as we locate one.**

2. LOCATION OF BALL JOINTS MAY NOT BE MOVED.
3. STEERING LINKAGE MUST BE STOCK O.E.M. PRODUCTION PARTS.
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.
5. SPRINGS MUST BE STOCK TYPE AND MOUNTED IN ORIGINAL LOCATION (COIL FOR COIL-OR LEAF FOR LEAF) ONLY FOUR (4) SPRINGS ALLOWED PER CAR.
6. REAR TRAILING ARMS MUST BE STOCK O.E.M. FOR YEAR, MAKE, AND MODEL OF CAR USED.
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 OR POSITIONS FROM LEFT TO RIGHT.
9. ONLY STOCK SPRING SPACING IS ALLOWED.
10. REAR SHACKLES ONLY, NO SLIDERS.
11. LOCKED REAR ENDS ALLOWED. NO LIMITED SLIP OR TORQUE SENSING TYPE REAR ENDS PERMITTED. REAR END MUST BE OF MAKE AND MODEL OF CAR USED. RACING WHEEL STUDS ARE HIGHLY RECOMMENDED. AFTER MARKET SOLID STEEL AXLES ARE ALLOWED.
12. NO WEDGE OR WEIGHT ADJUSTMENT DEVICES. NO SPACERS OR RUBBERS ALLOWED UNDER OR ON TOP OF SPRING TO CHANGE WEDGE. NO SPRING SPACERS ALLOWED BETWEEN COILS TO ALTER SPRING RATE. SWAY BAR LINKS MUST BE SAME LENGTH

13. ONE **STEEL** SHOCK ABSORBER PER WHEEL, MOUNTED IN STOCK LOCATION. ONLY STOCK MOUNTING OF SHOCKS IS ALLOWED. NO ADJUSTABLE SHOCKS ALLOWED, NO REBUILDABLE SHOCKS. **PRICING NOT TO EXCEED \$100.00 U.S. PER SHOCK.**

14. MINIMUM TOTAL WEIGHT WILL BE 3100 LBS. WITH DRIVER AFTER THE RACE. NO FUEL OR OTHER FLUIDS ADDED.

15. FUEL CELLS ONLY. FUEL CELL IS TO BE LOCATED IN TRUNK AREA. NO STOCK LOCATION TANKS ALLOWED. 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 SHEET METAL CONTAINER WITH NO LESS THAN 20 GAUGE STEEL. FUEL CELLS MUST BE SUPPORTED UNDER CELL WITH NO LESS THAN 2 1" X 1" x .095 STEEL TUBING AND HAVE NO LESS THAN 2 1/8" X 1" STRAPS OVER THE TOP OF FUEL CELL. **FUEL CELL FILLER NECK MUST BE GROUNDED TO THE CAR.**

16. PUMP GAS ONLY-NO ADDITIVES.

BRAKES

1. STOCK O.E.M. 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 O.E.M. STOCK STEEL CALIPERS, ROTORS, AND HUBS ALLOWED.

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.

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

FORD351 C.I. ONLY

CHRYSLER360 C.I. ONLY

ALL ENGINES ALLOWED UP TO .060" OVERBORE. NO SPECIAL OR HIGH PERFORMANCE ENGINE COMPONENTS ALLOWED. ALL ENGINE PARTS AND COMPONENTS MUST HAVE BEEN AVAILABLE ON A STOCK O.E.M. PRODUCTION PASSENGER CAR. NO ALTERING OR CROSS BREEDING OF ENGINE COMPONENTS.

2. STOCK PRODUCTION O.E.M. 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.

3. STOCK PRODUCTION O.E.M. PASSENGER CAR CAST IRON EXHAUST MANIFOLDS ONLY.

A. NO ALTERING, GRINDING, ACID DIPPING, OR ENLARGING ALLOWED TO MANIFOLDS. NO HIGH PERFORMANCE, Z-28, OR LTI TYPE EX-MANIFOLDS ALLOWED.

B. THE COMPLETE EXHAUST SYSTEM MUST REMAIN UNDER THE CAR AND EXIT BEHIND THE DRIVER.

C. NO H PIPES, X PIPES, OR 2 INTO 1 EXHAUSTS ALLOWED.

D. PIPES MAY NOT BE TIED TOGETHER IN ANY WAY.

E. MUFFLERS ARE HIGHLY RECOMMENDED.

4. ONLY STOCK PRODUCTION O.E.M. CRANKSHAFTS 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.

5. ONLY STOCK PRODUCTION O.E.M. PRODUCTION FORGED RODS ONLY. STOCK LENGTH ROD TO BE USED (CHEVY – 5.7”). NO POLISHING OR LIGHTENING OF RODS.

6. ONLY CAST, STOCK TYPE FLAT TOP PISTONS WITH A FULL SKIRT ARE ALLOWED. PISTONS MUST BE THREE (3) RING TYPE AND USE ALL 3 RINGS. PISTONS MUST BE USED AS MANUFACTURED. NO LIGHTENING. PISTONS

MUST BE (4) EYEBROW TYPE WITH TOP EYEBROW MATCHING BOTTOM EYEBROWS (MIRROR IMAGE). NO PART OF PISTON MAY EXTEND PAST BLOCK DECK.

7. ONLY STOCK PRODUCTION O.E.M. CAST IRON HEADS.

- 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 UNDER CUT VALVES ALLOWED, ONLY STOCK VALVE STEM DIA 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 O.E.M. 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) NO PUSH ROD GUIDE PLATES.

N) 3/8 INCH SCREW IN ROCKER STUDS ALLOWED.

O) POLYLOCKS WILL BE ALLOWED.

8. 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. 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.

9. STOCK O.E.M. HARMONIC DAMPENERS ONLY.

10. STOCK PRODUCTION IGNITIONS ALLOWED. NO MAGNETIC OR POINT DISTRIBUTORS ALLOWED. MUST USE STOCK TYPE COIL AND MODULE MOUNTED IN STOCK LOCATION.

11. ONLY ONE STOCK UNALTERED 2-BARREL CARBURETOR ALLOWED. MUST BE STOCK PRODUCTION O.E.M. PASSENGER CAR CARBURETOR AND MUST MATCH MAKE OF CAR USED. MAXIMUM VENTURI SIZE IS 1-3/8" AND THE THROTTLE BORE SIZE MUST BE 1-11/16". NO TRUCK OR MARINE CARBURETORS OR COMPONENTS ALLOWED. CHOKE SHAFT AND CHOKE PLATE MAY BE REMOVED. NO ALTERING OF BOOSTER CLUSTER. NO THINNING OF THROTTLE SHAFT OR BUTTERFLIES.

OPTIONAL CARBURETOR-ONE HOLLEY #4412 2 BBL CARB 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) **CHOKER 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.**

12. A 1 INCH ADAPTER PLATE WITH TWO (2) HOLES MATCHING CARB BORES WILL BE ALLOWED. NO TAPERED HOLES ALLOWED IN ADAPTER PLATE. MAXIMUM THICKNESS AT ADAPTER PLATE WITH GASKETS IS 1.100.

13. 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.

14. ENGINE MUST BE IN STOCK LOCATION AND STOCK CRANK HEIGHT. AFTER MARKET OIL PANS, VALVE COVERS, AND AIR CLEANERS ARE ALLOWED.

15. NO COATINGS OF ANY KIND INCLUDING PAINT IS ALLOWED ON ANY INTERIOR ENGINE PART.

16. AN INTERIOR ENGINE PART CONSISTS OF ANY PART THAT CAN NOT BE SEEN ON AN ENGINE IN COMPLETE RACE READY FORM. NO COATINGS ON EXHAUST MANIFOLDS.

17. THE USE OF AFTERMARKET PULLEY'S WILL BE ALLOWED TO AID THE COOLING PROCESS.

18. MINI STARTERS MAY BE USED.

MISCELLANEOUS:

1. BATTERIES MUST BE UNDER THE HOOD AND SECURELY STRAPPED. NO DRIVER COMPARTMENT OR TRUNK MOUNTING.
2. ADEQUATELY SECURED STOCK BUMPERS ONLY. NO BRACING OUTSIDE THE BUMPERS. NO SHARP EDGES ANYWHERE ON THE CAR IS ALLOWED. ONE SIDE RUB RAIL IS ALLOWED ON EACH SIDE BUT MUST BE TIGHT ON THE BODY. BUMPERS MUST BE MOUNTED 19 INCHES 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.**
3. 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 IS PLAIN VIEW. NO MUD, SNOW, RACING RECAPS, OR SPECIAL RACING TIRES. NO MCCREARY OR HOOSIER AFTER MARKET TIRES ALLOWED. FOAM MUD PLUGS WILL BE ALLOWED FOR 2008 ON THE RIGHT SIDE OF THE CAR. NO METAL MUD PLUGS!

OPTIONAL TIRE:

"Cambridge recap tires will be allowed as an option to the current tire rule. Maximum size will be P235 on an 8" rim. No softening or treating of tires will be allowed." This will be the only recap tire allowed! No exceptions!

4. WINDOW NETS ARE MANDATORY ON DRIVERS SIDE.
5. NO MIRRORS OR RADIOS ALLOWED.
6. ALUMINUM RADIATORS ALLOWED.
7. 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 DRIVERS SIDE. A HIGH TOP SEAT OR PADDED ROLL BAR HEADREST IS MANDATORY. ALL BARS AND SHARP CONTACT AREAS AROUND DRIVER MUST BE PADDED.
8. 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.
9. 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 MANUFACTURERS 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.

10. THE AREAS WHERE THE WEBBING SLOT HAS BEEN ENLARGED BY FILING 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 FOR THE 2008 SEASON. DAMAGED BELTS WILL ALSO NOT BE ALLOWED.

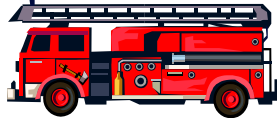
11. ALL DRIVERS MUST WEAR A 2000 OR NEWER SNELL "SA" APPROVED FULL FACE HELMET AND CLEAN SFI DRIVERS SUIT, QUILTED OR WITH UNDERWEAR, HEAD SOCKS, GLOVES, FOOT SOCKS AND SHOES TO SFI SPECIFICATION 3.2A AND 3.3. NOTE: THE FOLLOWING ITEMS ARE HIGHLY RECOMMENDED: ARM RESTRAINTS AND A NECK BRACE.

12. ALL CARS MUST HAVE A SUITABLE DRIVE SHAFT SLING BEHIND THE TRANSMISSION, UNDER FRONT U-JOINT, IN

CASE OF FAILURE, AND TO PREVENT DRIVE SHAFT FROM DIGGING INTO THE TRACK OR BOUNCING OUT OR UP INTO THE CAR. STEEL DRIVE SHAFT ONLY.

13. 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, ALL CLASSES (INCLUDING STREET STOCKS) WILL BE REQUIRED TO HAVE THEIR NAME ABOVE, BELOW, OR THROUGH THEIR NUMBERS WITH AT LEAST 6" LETTERS.** NO DUPLICATE NUMBERS. CAR MUST BE NEATLY PAINTED AND LETTERED. TAKE PRIDE IN YOUR RACECAR AND OPERATION. CREWS MUST ALSO BE NEAT AND PRESENTABLE. BE PROFESSIONAL. AVOID DARK COLORS UNLESS CONTRASTING STRIPE OR COLOR PANELS ARE USED. THIS IS FOR YOUR PROTECTION.

2008 Fire Hall Enduro Series Rules



Rules are as follows:

1. Current Drivers or Drivers Who Have Raced on a Regular Basis in the Last Five Years Are Not Eligible.
2. Each Fire Hall must use their company number as the car number. Multiple Fire Hall entries will add a number to the beginning of their company number. (example: Wilson 1st car #: 28, Wilson 2nd car # 128, Wilson 3rd car # 228)
3. Drivers will draw for their starting spot with laps to be based on car count.
4. Normal DIRT points will go to the Fire Hall, not the driver.
5. Any American or Foreign street 4 cylinder street car. **No Turbo's!**
6. 2 Wheel Drive cars only! No All Wheel Drive Cars!
7. Doors must be welded or chained shut
8. No Trucks permitted
9. D.O.T. tires only (no chains or studded tires)
10. No Racing Parts!
11. Racing Seat Belts and Approved helmets mandatory.
12. Racing Seats and any other additional safety gear highly recommended!
13. Window nets are also mandatory!
14. Fuel Cells are recommended. (8 Gallon Max)
15. No Mirrors allowed.
16. All glass must be removed including turn signals, headlights, and windshield.
17. Windshield must be screened in.
18. 4 point Roll Cage Mandatory
19. No outside bars or bars through the firewall.
20. One 1" by 1" bar allowed on driver's side door.
21. No reinforced front ends or rear ends
22. No add on weight
23. All carpet and trim must be removed from the interior and trunk.

DEMOLITION DERBY RULES

- A) ALL GLASS MUST BE REMOVED BEFORE ENTERING SPEEDWAY GROUNDS. IF WINDSHIELD (OPTIONAL) IS REMOVED, A WIRE MESH MUST BE USED FOR PROTECTION IN FRONT OF THE DRIVER.
- B) ALL DOORS MUST BE WELDED OR CHAINED SHUT.
- C) GAS TANKS, WHETHER IN STOCK LOCATION OR MOUNTED IN THE TRUNK, MUST BE SECURED.
- D) BATTERY MUST REMAIN UNDER THE HOOD (NOT ALLOWED IN THE TRUNK OR INTERIOR).
- E) ALL BODY, TIRE, ENGINE, AND TRANSMISSION COMPONENTS MUST REMAIN STOCK. NO MODIFICATIONS.
- F) ALL DRIVERS MUST WEAR APPROVED HELMETS, COVERALLS, OR FIRE SUITS.
- G) EXTRA PADDING AND WINDOW NET RECOMMENDED
- H) AVOID DIRECT DRIVERS DOOR HITS.
- I) NO SLEEPERS, IF A CAR DOES NOT ATTEMPT TO HIT IN A 25 SECOND TIME FRAME IT IS SUBJECT TO DISQUALIFICATION.
- J) DRIVERS MUST REMAIN IN THE VEHICLE UNTIL RELEASED BY A SPEEDWAY OFFICIAL
- K) ALL CARS MUST BE TOWED OFF THE TRACK AFTER THE EVENT. NO DRIVING ON THE SPEEDWAY
- L) OWNER OF THE DEMO CAR HAS ½ AN HOUR AFTER THE CHECKERED FLAG TO REMOVE CAR OFF THE RACING SURFACE
- M) DO NOT FILL THE GAS TANKS 3-4 GALLONS RECOMMENDED.
- N) ALL CARS MUST BE INSPECTED AND APPROVED BY THE TRACK OFFICIAL.
- O) NO COMPACT CARS OR TRUCKS ALLOWED.
- P) CAR NUMBERS AND SPONSOR NAMES ARE ENCOURAGED. LETTERING MUST BE APPROPRIATE FOR A FAMILY SETTING.
- Q) PRE-REGISTRATION FEE FOR CAR AND DRIVER IS \$30.00. ENTRY ON RACE DAY IS \$40.00.

ROLL OVER CONTEST RULES



- 1) OPEN TO ANY FOUR-CYLINDER PASSENGER CAR.
- 2) ALL GLASS, LIGHTS, MOLDINGS, BACK SEAT, AND TRUNK DEBRIS MUST BE REMOVED BEFORE ENTERING SPEEDWAY GROUNDS. SEAT BELTS ARE MANDATORY AND MUST BE IN GOOD CONDITION. NO RUSTY MOUNTS.
- 3) HOOP STYLE ROLL BAR MANDATORY. MAY BE BOLTED FOR EASY REMOVAL.
- 4) BATTERY AND GAS TANK MUST REMAIN IN STOCK LOCATION, EXTRA SUPPORTS RECOMMENDED.
- 5) APPROVED HELMET AND COVERALLS OR FIRE SUIT IS MANDATORY.
- 6) ALL CARS WILL HAVE THREE CHANCES TO IMPROVE SCORE. 1 POINT FOR A HALF ROLL AND 2 POINTS FOR A FULL ROLL.
- 7) CARS MAY BE PUSH STARTED BUT MUST GO OVER THE RAMP UNDER IT'S OWN POWER.
- 8) THE DRIVER WINS WITH THE MOST POINTS AFTER THREE CHANCES.

GENERAL



1. ANY REMOVAL OR MODIFYING OF ANY PART NUMBERS OR CASTING NUMBERS WILL DEEM A PART ILLEGAL AND SUBJECT TO DISQUALIFICATION.
2. THESE RULES ARE THE CURRENT RULES AND SUPERSEDE ANY RULES FROM THE PAST.
3. ALL DECISIONS BY THE OFFICIALS AT THE TRACK INVOLVING RACE PROCEDURES ARE FINAL.
4. ALL DECISIONS BY TECH OFFICIALS INVOLVING RULES, RULE CLARIFICATION, DISQUALIFICATIONS, AND ETC. ARE FINAL.
5. 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.
6. ANY QUESTIONS ABOUT ANY OF THE RULES WILL BE HANDLED THE FOLLOWING WEEK DURING REGULAR BUSINESS HOURS.
7. **THE PROMOTOR RESERVES THE RIGHT TO CHANGE OR ALTER ANY RULE OR PROCEDURE AS DEEMED NECESSARY.**

PRE-REGISTRATION FOR DEMO OR ROLL-OVER

(Please circle one)

DATE: _____

DRIVERS NAME: _____

CAR # _____

ADDRESS: _____

CITY, STATE, AND ZIP CODE: _____

MAKE, YEAR, AND BODY STYLE: _____

\$30.00 FOR CAR AND DRIVER. MAIL TO:

RANSOMVILLE SPEEDWAY

PO BOX 296

RANSOMVILLE, NY 14131