



2015 Rule Book

GENERAL RULES

- 1)** The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct and are in no way a guarantee against injury to participants. By entering or competing at the facility, you are agreeing to the terms of these and any other posted rules.
- 2)** Rule and procedure changes may be made at any time with or without prior notice.
- 3)** Management reserves the right to reject or allow the entry of any car, driver, or person for any reason.
- 4)** No intoxicating beverages, narcotics, or illegal substances are to be consumed and/or used during any event, by anyone, entering the racing facility.
- 5)** Verbal or physical abuse of any official or other entrant on premises, is, strictly prohibited. Fighting on premises at any time will subject offender(s) to possible suspension & ejection. Any fighting by a driver or a team member will result in the driver or drivers being disqualified from the event. Any driver that is disqualified from any event will forfeit any monies that they may receive for that night.
- 6)** Officials must be immediately notified of any car or driver change. Any changes will result in the driver and car starting at the tail of the next race they were eligible to start.
- 7)** Drivers earn starting positions in races, cars do not. If a driver scratches to allow another driver to drive their car, the second driver must have already been eligible for the race they wish to enter.
- 8)** All decisions of scoring judges & officials are final.
- 9)** Drivers, owners, and/or crew members have no claims against management or any official due to disqualification or damage to driver or equipment resulting in an altercation arising from un-sportsman-like conduct on behalf of drivers, owners, and/or crew members.
- 10)** The Press Box is off limits to all participants at all times, unless permission is granted by the Race Director.
- 11)** No Driver or Crew Member shall interfere with the flagman at anytime.
- 12)** Anyone bringing legal action against the speedway, management, and/or officials will be suspended indefinitely.
- 13)** Whenever it is deemed dangerous, unsafe, or unjustified to continue any racing event, it may be stopped at any point by the discretion of management.
- 14)** Per given race night, race cars must claim 1 class only, however, a driver may drive in more than 1 class by paying for a second Pit Pass at the Pit Gate.
- 15)** Every year you must file a completed registration form and an IRS form W-9 filled out and returned to management.
- 16)** All pit entrants must sign a voluntary waiver & release from liability & indemnity agreement, and pay for and receive an authorized pit pass.
- 17)** Make absolutely sure you keep your authorized pit pass. In the event of a rain-out, it is the only means by which you will be allowed admittance on the rescheduled date. Your signature on pit sheets, or "Don't you remember me?", is not acceptable to gain re-admittance!
- 18)** Anyone caught illegally entering pits & cannot produce an authorized pit pass will be immediately ejected from track. Management reserves the right to ask for proof of admission at any time. Management also reserves the right to pursue legal action against anyone trespassing anywhere on speedway property.
- 19)** Pay-off procedure: Only owner and/or driver may pick up any prize monies. Be

prepared to show a valid driver's license or some other form of I.D. if you are asked.

20) Prize monies left unclaimed over 14 days will become the property of Ponderosa Speedway.

21) The management reserves the right due to inclement weather conditions and/or any unforeseen conditions, to make changes in the posted pay-off structure. You will be notified as soon as possible if this condition arises.

22) A Rain-out will be declared unless the 1st Feature Race is complete. After that point NO RAIN CHECKS will be issued. Any Feature with ½ the laps completed will be paid according to the way they were running when rained out.

23) Receivers are mandatory in all divisions during all competitive laps. At certain times drivers may also be asked to use their Receiver during hot laps.

24) Due to insurance regulations, 4 wheelers are only permitted in the pit area. They are NOT allowed in the parking lots or any other areas of the track. Also, 4 wheelers may only be operated by persons 16 years of age or older.

FLAG RULES

Green Flag: (Green Light) Racing is underway on the entire track. Anyone advancing position(s) prior to the green flag is subject to being black-flagged. All cars must complete the first two turns for an official start. Only one restart per race.

Yellow Flag: (Yellow Light) Means caution. There is NO racing back to the start finish line. Cars will line up according to the last scored lap. Any car not maintaining a slow and cautious speed is subject to being black flagged or disqualification.

White Flag: One lap to go!

Black Flag: Driver must go to the pits for consultation with a Race Official. If the driver ignores the black flag for two laps the car will be dropped from scoring.

Red Flag: Stop regardless of position on track, and do not proceed unless and/or until an official authorizes you to move your car.

Blue/Yellow: Lay-over flag, means lapped cars move to the bottom of the track.

SAFETY EQUIPMENT

1) NO batteries to be located in the drivers' compartment/cockpit.

2) Full containment racing seats are Strongly Recommended. All seats must be mounted properly & securely per the Technical Directors recommendations. The use of Grade 5 or better hardware is also required to attach the seat to the chassis.

3) The use of a 5, 6 or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED no exceptions. All driver restraint systems shall not be in excess of 3 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.

- 4)** Window Nets certified to SFI Spec 27.1 are highly recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.
- 5)** A driveline "sling" is REQUIRED.
- 6)** A helmet certified to Snell SA2000, SA2005 or SA2010 Standard or SFI Spec 31.1A, 31.1/2005 or 31.1/2010 is REQUIRED.
- 7)** A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.
- 8)** Gloves certified to SFI Spec 3.3/5 are REQUIRED.
- 9)** Fire resistant socks are Required.
- 10)** Eighteen (18)-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.
- 11)** Head and Neck Restraint Devices/Systems are Highly Recommended
- 12)** At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions
- 13)** It is the responsibility of the driver, not speedway officials, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.

ON TRACK RULES

- 1)** Working on cars, on track, is prohibited.
- 2)** No one except drivers, their cars, & track officials are allowed on track after racing begins.
- 3)** There is NO PITTING under Yellow allowed during Heats & B-mains.
- 4)** If you bring out a caution, you go to the tail. Anyone who makes contact will be considered part of the caution. Anyone who spins to avoid the caution, and doesn't make any contact with anyone will get their spot back. On initial starts, if a caution comes out for only (1) car, that car will restart on the tail. If it is a Multi-car caution, everyone will get their starting spots back. Stopping at an official under yellow flag conditions for certain safety reasons is allowed. (Note: In a Yellow or Red Flag situation, officials will revert to previous scored lap or initial start.)
- 5)** Officials reserve the right to penalize drivers that either directly cause or intentionally cause a caution. If officials determine that a driver intentionally caused a caution, officials may disqualify the driver for the night.
- 6)** Any car causing 2 cautions in a single race will be black flagged.
- 7)** Anything dragging or hanging on a car that is determined unsafe will cause that car to be black flagged.
- 8)** Under Green Flag Condition, you may enter the infield from the Back-stretch or Front-stretch if you have a problem. YOU MAY NOT RE-ENTER THE TRACK DURING GREEN FLAG CONDITIONS. Once you pull to the infield you will be considered out for the remainder of that race.
- 9)** Under a red flag, there is no working on cars on the track. Cars will not be allowed to go to infield for work.
- 10)** After receiving the checkered flag, cars are to slow down and exit the track into the

infield entrance on the backstretch. DO NOT stay in the throttle or continue around the track.

11) Anyone jumping the start will be given one warning. Second offense will result in a one row penalty.

12) On the third complete restart of any race, which is not the result of someone jumping; the field may be put in single file order.

13) All Starts will utilize a Chalk Box. The pole-sitter will set the pace of the field. ABSOLUTELY NO LAYING BACK OR BRAKE CHECKING! All cars are to stay nose-to-tail and side-by-side. ABSOLUTELY NO ACCELERATING UNTIL THE GREEN FLAG IS DISPLAYED; THE FLAGMAN STARTS THE RACE, NOT THE CARS!! All restarts in Heats and B-mains will be single-file. On single-file restarts a cone will be utilized to keep cars in a single line. The Start will still take place in the box, and is up to the flagman. Passing before, hitting, or going under the cone will result in offending car being penalized 2 spots + 1 spot for every car passed at the next yellow flag or end of the race whichever occurs first. During the Feature race we will utilize Delaware Double-file restarts for up to 3 attempts.

14) If a car leaves the track and goes to the actual pit area during any race, that car is considered out of that race and will not be allowed to return to the track for that race.

IN-RACE RULES & PROCEDURES

1) Receivers are Mandatory in all Late Model, Open-wheel Modified, Sportsman, and Street Stock events.

2) All regular show events in all divisions will have a one minute per lap time limit starting with the initial green flag. Once the time limit is passed, the race will be allowed to continue until there is a caution flag or the race is completed. If a caution occurs, the race will be given one chance at a "green-white-checkered" finish. If another caution comes out, the race will be considered complete at that point.

3) If you bring out a caution, you go to the tail. Anyone who makes contact will be considered part of the caution. Anyone who spins to avoid the caution, and doesn't make any contact with anyone will get their spot back. On initial starts, if a caution comes out for only (1) car, that car will restart on the tail. If it is a Multi-car caution, everyone will get their starting spots back. Stopping at an official under yellow flag conditions for certain safety reasons is allowed. (Note: In a Yellow or Red Flag situation, officials will revert to previous scored lap or initial start.)

4) After receiving the checkered flag, cars are to slow down and exit the track into the infield entrance on the backstretch. DO NOT stay in the throttle or continue around the track.

5) Anyone jumping the start will be given one warning. Second offense will result in a one row penalty.

6) On the third complete, "non-jumping" restart of any race, the field may be put in single file order.

7) All Starts will utilize a Chalk Box. The pole-sitter will set the pace of the field. ABSOLUTELY NO LAYING BACK OR BRAKE CHECKING! All cars are to stay nose-to-tail and side-by-side. ABSOLUTELY NO ACCELERATING UNTIL THE GREEN FLAG IS DISPLAYED, THE FLAGMAN STARTS THE RACE, NOT THE CARS!! All restarts in Heats and B-mains will be single-file.

8) On single-file restarts a cone will be utilized to keep cars in a single line. The Start

will still take place in the box, and is up the flagman. Passing before, hitting, or going under the cone will result in offending car being penalized 2 spots + 1 spot for every car passed at the next yellow flag or end of the race whichever occurs first. During the Feature race we will utilize Delaware Double-file restarts for up to 3 attempts.

9) You may enter the infield at any entrance under Green flag. YOU MAY NOT RE-ENTER THE TRACK DURING GREEN FLAG CONDITIONS. Once the car is in the infield it will be considered out for the remainder of that event.

10) Under a red flag, there is no working on cars on the track. Cars will not be allowed to go to infield for work.

11) If a car leaves the track and goes to the actual pit area during any race, that car is considered out of that race and will not be allowed to return to the track for that race.

12) Absolutely NO ONE is allowed in the infield. Officials reserve the right to black flag any cars whose crews violate this rule.

13) Officials will not work on cars, they will only pull sheet metal off of a tire under cautions.

14) Due to insurance regulations, 4 wheelers are only permitted in the pit area. They are NOT allowed in the parking lots or any other areas of the track. Also, 4 wheelers may only be operated by persons 16 years of age or older.

15) Double file restarts will be used on all Feature events. Procedures are as follows: Once under yellow, cars will be put in single file order with all lapped cars going to tail. Leader of the race will have the first row alone.

Second place car will be given choice of inside or outside row. When asked, drivers should give a clear indication to the official as to which row is chosen. Track officials reserve the right to make lane choice for driver if clear indication not given.

Third place car will go in opposite row from the second place car. Fourth place will go behind second place, fifth behind third and so on.

Each row does NOT make their own selection. Cars attempting to go in a different row than they are assigned will be sent to the tail.

16) Officials reserve the right to revert to single file starts if required due to time or track conditions.

17) Ponderosa Speedway will use Receivers at all events. Receivers are small, one-way radios that allow a designated speedway official to talk to the drivers in order to speed up caution periods and prevent further wrecks. The Receivers will be mandatory in the Late Model, Modified, Sportsman, and Street Stock divisions at all times. The track will have Receivers available for rent or Wayne Bowen will have them for sale. More information is available below.

a. Receiver model used: Elite 1600

b. Frequency used: 454.0000

c. Sale price: See Wayne Bowen (Approx. \$130.00)

d. Rental price: \$10 (renter must provide own ear buds) Ear buds sold by Wayne Bowen (Approx. \$20.00)

RACECEIVER START-UP PROCEDURES

1) Remove battery door and put AAA Battery in Receiver.

2) Confirm that the unit reads 454.0000

3) Reattach and lock battery door.

- 4) Plug in earpiece and put foam ends in ears.
- 5) At end of night's racing remove battery and reattach door.

TIPS FOR GETTING THE MOST OUT OF YOUR RACECEIVER

- 1) Always use new batteries: The most common problems that occur with Receivers are typically cured by putting in new batteries. Also, new batteries can sometimes be bad right out of the box, so check with a known good battery.
- 2) Use good quality batteries.
- 3) Do not put your battery in until just before going out for your heat. Receivers are not used during hot laps or qualifying, so no need to put the battery in early and reduce the life of the battery.
- 4) The Receiver automatically goes to the proper frequency (454.0000) when the battery is inserted and you should never need to change the channel.
- 5) If you experience sound distortion, try turning the volume down. Experience has shown that turning the volume to max can cause the sound to distort or break up.
- 6) Attach your Receiver to your belts or somewhere else close-by in a way that will not cause the earpiece to come unplugged during a race.
- 7) When rolling out on the track for a race, you will receive a Receiver check through your Receiver. This is to verify that everyone's units are working. You will also receive directions as to where to lineup. During green flag laps, the Receivers will only be used to call out cautions. Typically you will hear something like "Caution, Caution, Caution, Car high in 3." After the caution is out, cars will be directed to where they belong in the lineup, and, if applicable, be told to begin double filing for a restart. On track officials may also direct you to your appropriate spot if necessary.
- 8) When removing the earpiece from your ears, pull on the foam piece directly rather than pulling on the wires. Pulling the wires can cause them to come loose from the ends and will void any warranty on the earpieces.
- 9) Be careful with your Receiver. While it is designed to be used in racing applications, it is still an electronic device and is susceptible to the usual dangers such as water damage and breakage. You are responsible for any damage you do to the unit.

SUPER LATE MODEL RULES

Body Rules:

Lucas Oil or UMP

Weight:

Aluminum Block: 2300 lbs.

Steel Block: 2200 lbs.

NO BURN-OFF, WEIGHT IS WITH DRIVER AT CONCLUSION OF RACE!!

Spoiler:

8" Spoiler on all cars

Tire Rule:

(TIRE SAMPLES WILL BE TAKEN) (ABSOLUTELY NO ALTERING OF TIRES WITH CHEMICALS!)

Front Tires:

Aluminum and Open Steel Blocks:

Any compound of tire or manufacturer allowed.

Rear Tires:

Aluminum and Open Steel Blocks:

Hoosier: 1300, 1350, 1600, LM20, & LM40

American Racer: 44, 48, & 56

All tires must punch at least 60 prior to the race!

Misc:

Racecars are MANDATORY at all events.

OPEN WHEEL MODIFIED RULES

Body:

UMP Rules Apply

Weight:

Open Steel Block - 2400 lbs. (minimum)

GM602 or GM604 Sealed Crate – 2350 lbs. (minimum)

No Aluminum Motors Permitted

Tires:

Hoosier: A40, H40, RC4

American Racer: Hard or Extra Hard

Siping Is Allowed

No Grooving Allowed

Misc:

Racecars are MANDATORY at all events.

CRATE LATE MODEL RULES

2015 CENTRAL SEALED ENGINE LATE MODEL RULES
(www.indianalatemodelseries.com)

ENGINE RULES:

1. GM 1 part number 88958602 & GM part number 88958604

*Items that can be changed to service engine are as follows:

Valve key GM part #12495503

Valve cap GM part #19171528

Valve spring GM part #12495494

*Any tampering with 1.5 rocker arms GM part #10241740

ARE GROUNDS FOR DISQUALIFICATION

*Any GM part #'s that are superceded by GM will be considered to be approved by officials.

2. These engines are sealed at the intake manifold, cylinder head, front cover and oil pan with special twist off bolt heads. Spec. engines MUST NOT be altered or modified from factory specs.
3. No vacuum pumps.
4. Engine serial number must be clearly visible to series technical inspector.
5. Engine set back NOT to exceed six (6) inches from ball joint to number one (1) spark plug.

CARBURETOR RULE:

1. One four-barrel carburetor only of any manufacturer.
2. Engine must be naturally aspirated.
3. 604-may use one carburetor spacer (1 inch piece with .040 tolerance maximum) and two standard paper gaskets (maximum 0.070 inch thick), one gasket between intake to spacer and one gasket between spacer to carburetor.
4. 602-may use one carburetor spacer (2 inch-one piece with .040 tolerance maximum) and two standard paper gaskets (maximum 0.070 inch thick), one gasket between intake to spacer and one gasket between spacer to carburetor.
5. Carb spacers must NOT protrude into carb or intake at any point.

DISTRIBUTOR RULE:

1. Any ignition with the exception of magnetos.
2. No traction control devices.
3. No 7AL boxes. (gold)

WATER PUMP RULE:

1. Cast or aluminum permitted. NO electric pumps allowed.
2. No electric fans. Fans MUST be driven by water pump. (4 Blade Steel Fan – Minimum of 17")

EXHAUST RULE:

1. Collector type headers required, they MUST have four (4) tubes into one (1) collector of a consistent diameter. Tri-y headers or merged headers, reversed coned, square tube or 180 degree headers are NOT allowed.

FUEL CELL/FUEL PUMP RULES:

1. An approved fuel cell (32 gallon max.) must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of two (2) 1/8" steel straps.
2. Gas only 100 Octane Maximum. No alcohol. No nitrous oxide.
3. Mechanical fuel pumps only.
4. No oxygenated fuel, or fuel additives.
5. E-85 fuel is permitted but cars MUST add 50 lbs. (See weight rule).

TRANSMISSION RULES:

1. Must have at least one (1) forward and one (1) reverse gear in working order.
2. No straight drives or in and out boxes.
3. Drive shafts MUST be painted white. Carbon fiber drive shafts ARE legal.

BRAKE RULE:

1. No carbon fiber brakes. No Titanium brakes.

FRAME RULES:

1. All frames must be of steel construction.
2. Square or rectangular frame must have a minimum of 2" by 2" material, .083 wall thickness.
3. Round tube frame, tubing must have a minimum of 1-3/4" outside diameter, .083 wall thickness.

ROLL CAGE RULES:

1. All cars must have a suitable steel roll cage protecting the driver's compartment, including headrest.
2. Side roll bars are mandatory, and must extend into the door panels. A minimum of three(3) bars must be on the left side.
3. Each bar must be at least 1-1/2" diameter, with a minimum thickness of .083".
4. Roll cages must be welded to frame.

WHEEL RULES:

1. Any brand or type of wheel allowed, but must be mounted with lug nuts.
2. No knock-off or center lock wheels.
3. Maximum wheel width 14".

WHEEL BASE:

1. Minimum wheel base is 103".

TIRE RULES:

1. Hoosier: LSB21 or LSB55
2. American Racer: Spec 48 & Harder
3. No covering of tires or compound numbers.
4. Grooving and Siping Is Allowed

(Any Sanctioned Crate Series Legal Tire)

SAFETY RULES:

1. All cars must have at-least a four (4) point racing harness, NOT more than 3 years old and must have id tags attached to show manufacturing date.
2. All drivers MUST wear a complete fire suit.
3. Gloves are recommended, but not required.
4. Fire extinguishers are strongly recommended.
5. Raceceivers are REQUIRED ANY TIME DRIVER IS ON TRACK and MUST be in working order to participate in ANY event.

WEIGHT RULES:

1. GM crate engine #88958602 (602 engine) -2200 lbs. both pre and post race.

2. GM crate engine #88958604 (604 engine) -2300 lbs. both pre and post race.
3. Attached weight MUST be securely bolted to the frame with 1/2" or larger bolts (minimum of 2 bolts). Any weights lost during a racing event WILL be just cause for disqualification from said event. (MAKE SURE ALL WEIGHTS ARE SECURLY MOUNTED)
4. Added weights MUST be painted white and have car number displayed.
5. Note: If utilizing E-85 fuel, must add 50 lbs. to above weights.

BODY:

See website: www.indianalatemodelseries.com

2015 SUPER STOCK RULES



GENERAL

- A. Must have stock frame that extends to at least the center of the rear end. (Tube Frame and Front Clip Only cars *NOT ALLOWED*)
- B. 104" Wheel base (**Minimum**)

EXTERIOR BODY

- A. Steel, Composite or Aluminum body panels will be permitted. Aftermarket stock appearing plastic nose is permitted. **No Wedge late model type front nose pieces allowed.**
- B. 8" Maximum rear spoiler permitted. No other spoilers permitted.

ROLL CAGE

- A. 6 point full roll cage that may exceed past front of firewall.
- B. Must be welded 360 degrees.
- C. 4 kicker bars on driver's side door, 2 bars on passenger side door. .095 steel. 6 kicker bars allowed.
- D. Padding on roll cage within 30 inches of driver's head.

SAFETY

- A. Racing seat required.
- B. 5-part nylon quick-release harness and safety belt required. Must be in excellent working condition at all times. Harnesses must be attached to frame.
- C. Approved fire suit and gloves are mandatory. Fireproof; hood, socks, shoes and underwear recommended.
- D. Full-face helmet is required with a lexan shield. Must be at least snell 85 approved.

- E. Driver side window net minimum of 12" X 12" with ¾ webbing is Recommended.
- F. An operational fire extinguisher **properly mounted** within the driver's reach is mandatory.
- G. Drive shaft loop required. Drive shafts must be painted white, MUST be factory stock.
- H. Dash mounted engine kill switch.
- I. Battery must be securely fastened and contained away from fuel cell.
- J. Fuel cell must be secure and firmly mounted in the trunk area. Fuel line must run under floor and/or covered in 1 ½ inch tubing.
- K. Must be approved fuel cell—32-gallon maximum.

ENGINE

- A. Cast Iron Blocks **ONLY**. (*No Aluminum Blocks*)
- B. Cast Iron Heads **ONLY**. (*No Aluminum Heads*)
- C. Center of the #1 Spark Plug must be Centered with Front Ball Joint.
- D. Only 1 Carburetor permitted, naturally aspirated. Gas Only. (*No Alcohol, Methanol, Nitrous*)
- E. MSD ignition boxes allowed
- F. No traction control devices of any kind allowed

TRANSMISSION

- A. Any transmission is allowed. Must have working forward and reverse gears.

SUSPENSION

- A. Weight Jacks are allowed
- B. 1 shock per wheel (*No Coil Overs*)
- C. Control arms can be aftermarket
- D. No J Bars, No Pull Bars, No Lift Bars, No Coil Over Shocks, No Brake Floaters
- E. Leaf spring rear suspension is acceptable
- F. Coil spring cars will use factory design (*Ex: metric cars will have 2 upper and 2 lower trailing arms*)
- G. 9" Ford rear ends are permitted. (*No Quick Change Rear Ends Allowed*)
- H. No traction control devices of any kind allowed

TIRES & WHEELS

- A. 8" Tires – Hoosier: A or H / American Racer: Hard or Extra Hard
- B. No chemical alterations of tires allowed
- C. All wheels must be 8" MAXIMUM with 1" lug nuts
- D. Racing wheels and bead lock wheels are permitted

WEIGHT

- A. 3000 lbs MINIMUM weight

MISC

Racever are **MANDATORY** at all events.

2015 Mini Cup/Cyclone Rules

GENERAL BODY REQUIREMENTS

Hood and trunk must be held with positive fasteners. Roof opening must be hinged in front only, positive latches that can be opened from inside and outside body required. Chassis must be painted or powder coated. Body interior may be left unpainted. Body exterior dimensions shall be no more than 120 inches long measured from nose to spoiler, and 50 inches in width measured at bottom of doors. Body must remain level with chassis and cannot be offset on frame. Window supports may be no more than 6 inches in length in length each direction up or back. No wings or tunnels of any kind allowed under body. Bodies cannot be altered from original manufacturer. Any reinforcement of the body must be acceptable to officials. An Adjustable spoiler may be attached to the rear deck lid. A third spoiler brace may be used but must match the outer spoiler side dimensions. Left side speedway window must have approved window net fastened to roll cage (may have quick release mechanism). No enclosures of any kind will be allowed in the left speedway window. No mirrors or radios are permitted in mini cup cyclone cars. NASCAR appearing bodies are also allowed. Winshields are optional for driver's preference.

All dashboards must be constructed of aluminum and fastened in place. All switches must be installed in dashboard on the left side of the steering wheel. All dashboards are subject to approval by officials. Ignition shut-off must be labeled, showing on and off. Foot box interior must be constructed of aluminum. Panels must be securely fastened to chassis. Panels may be added to keep debris from driver's compartment. All interior panels are subject to approval by officials.

When enclosing front of foot box, material used must be aluminum. Bumpers must be .875x.065 wall steel tubing, fastened to chassis. An additional support using .875x.065 wall steel tubing can be welded to the corner of the front bumper and run diagonally to the chassis. A spud approximately 1 1/2" long may be welded to the chassis and utilized for attachment of the new bumper support system. Subject to approval by officials.

EQUIPMENT AND GENERAL ACCESSORIES

Cars must be fitted with an aluminum racing seat that the drivers physical characteristics. All seats must be securely mounted in the centerline of the vehicle. The seat can't be off set. No driver shall compete in any event with head or arm extended outside of car opening. The top of the drivers helmet must be at least 1 inch below the

top edge of the roll cage. This will be measured with the driver securely buckled in the car's seat. All belts must consist of a 5 point harness system. Both ends of the lap belt must be fastened to the seat mounting rails with grade 8 bolts not less than 3/8" diameter. DOT approved helmet, race suit certified 3.2a/1, race gloves and shoes recommended.

GENERAL ENGINE REQUIREMENTS

The Home Depot has a 13 hp Clone electric start engine for \$329.00 or may use 13hp Honda gx 390. Only Honda GX390 13 hp , GX340 11 hp or the 13 hp "clone" Engines will be used in competition. No 420 cc harbor Freight engines allowed. No interchanging of parts from a 13 hp to 11 hp or vice versa allowed. No STOCK APPEARING PARTS. If the rules do not say that "you can"... Then don't do it. No lightweight parts. (Piston, wrist pin, & etc) Engines cannot be altered from stock Honda specs. Unless otherwise noted in the rules. No light weight parts unless otherwise specified.

Zero piston pop up is allowed. Bore may be clearanced. Bore may be oversized by 10, 20, or 30 thousands with a Honda 3 ring piston only. No gapless rings allowed. Rings must be the same thickness and width with no collapsing.

Crankshaft must have stock stroke. Crankshaft may be turned or shortened to accommodate various clutches. No lightening, polishing, or balancing of the crankshaft is allowed. Crankshaft may be ground to .010 and the use of a .010 replacement rod is permissible.

Piston and connecting rod must remain standard stock size with no grinding or sizing modifications allowed. OEM ARC connecting rod OEM length allowed. Piston must not exceed above the top of the block. Top of piston crown may be sanded to ensure "0" piston pop out. Dish in top of piston must remain a minimum of .80 plus or minus 5/1000 measured in the dish. Rotating the piston or rod is expressly forbidden. Any replacement Rod bolt is allowed. Wrist pin OEM inside hole diameter-.600. Stroke must not be altered (2.530) +/-.

Cylinder head must remain stock. No material to be added in port or taken out. No material to be added to anywhere at all of the cylinder head. Old or warped heads may be machined to the minimum 3.730 thickness. No porting, polishing, sand, bead blasting, or sizing of any part of the cylinder head is allowed. No acid baths allowed.

Three angle valve seats are not allowed. No multi angle on valves. (45 degrees stock only). Multi angle valves are not allowed. "o-rings" (one per valve) are allowed as a safety procedure. Valves may NOT be grooved to accommodate o- ring. Head gasket must be OEM. (fiber) .040 minimum. No metal head gaskets allowed at all.

Any degree timing key is permitted. Any size camshaft is permitted. All pressed gears shall remain in stock position. OEM balancers cannot be removed. No shims of any kind. EZ spin must be unaltered. All valves, lifters, push rods and rocker arms must remain OEM stock. Cylinder head may use modified 32lb valve springs. Valve guide replacements are allowed in stock location. Internal and external governor systems may be removed. Hole must be sealed up or used to VENT the block.

Flywheel minimum weight is 11 pounds 10 ounces. Charging magnets on the Inside of flywheel may be removed. Balancing of flywheel is allowed. No machining of the inside of the flywheel is allowed what so ever. Outside magnets must remain stock and in the Stock location. No exceptions.

Choke assembly may be removed from the carb. Any size jet is allowed. No remote carb adjuster is allowed from the inside of the car. Carb spacer may be drilled for pulse pump fitting for fuel pump. Stock unaltered insulator blocks must run with stock gaskets one per side, unaltered intact. Maximum size bore of carb is .883 no modifications to the carb are allowed at all. No machining of carb in any fashion. Choke may be removed. No modifications to carb at all except the jet size and choke removal.

Exhaust must be a minimum of 26 inches long from end to end. Exhaust can be no longer than 33 inches long from end to end. No coating of header. No staged headers. Header wrap is allowed.

Altering the ignition timing from stock Honda gx390specs is only allowed using timing key. No alterations to the starter coil, mounting bolts and holes or other electrical parts are allowed. No advancing or retarding of the crankshaft gears allowed. Stock Honda or clone coils only. No alterations to the coil.

Note... If it doesn't say you can...then you can't. Stock, unaltered means Just that. That means no machining, sanding, scraping, blasting, or Etc. unless the rules say you can. We are trying to keep the cost down on the engines so racers can afford to race. Oil brands are optional. No additives. No decking of block and NO bump heads allowed at all.

ELECTRICAL SWITCH LOCATIONS

All electrical switches must be located on the left side of the dash panel and must be labeled on/off positions. A switch must be wired so as to ground the ignition. A working gravity type shut off switch is mandatory on cars with electric fuel pumps.

ACCESSORIES

Lap timers and other automated electronics (oil pressure, temperature and rpm) are

allowed providing they are mounted securely. Data acquisition devices are not allowed. Tach/temp sensor devices may be attached to the spark plug or exhaust. A small hole can be drilled in the exhaust pipe to accommodate the sensor.

ENGINE COOLING SYSTEM

Air cooling components cannot be altered from Honda GX390. The stock shroud covering the head can be replaced with aluminum shroud with maximum dimensions of 5"x10". The replacement of this shroud is not a performance enhancement. The shroud must not extend further forward than the leading edge of the fins on the head. The intent is to equalize cooling over the surface of the aluminum head thus adding durability.

ENGINE EXHAUST SYSTEM

Exhaust pipe must be a minimum of 18" in length. Mufflers permitted. Exhaust must be approved by officials

FUEL SYSTEMS

Racing gasoline is allowed. No aviation fuel or additives of any type are allowed. 110 octane maximum. The CRL approved fuel cell location shall remain unaltered from stock location. Fuel cell container as supplied from factory is mandatory (steel or aluminum). Electric fuel pumps may be used ONLY if they have a gravity switch or device that will shut the pump off should car be overturned. All fuel lines must be secured by clamps or safety wire.

CLUTCH

Only a dry centrifugal clutch is allowed. No transmissions, belt driven torque converters, oil bath clutches or axle clutches. Also any disc clutch allowed by mini cup rules.

CHAIN/GEAR SPROCKETS

Only #35 chain allowed. Chain guards are permitted and must be acceptable to officials. No automatic or manual chain oiling systems permitted.

BRAKE COMPONENTS

Only hydraulic disc brakes with steel rotors are permitted. All cars must have brakes on rear wheels. Rear brake rotor/disc must be stock. Rotor may not be altered from stock size, no lightening or drilling allowed. Front brakes are optional and brake bias may be

adjusted from driver compartment. All brake cooling component parts and installation for front brakes only must be acceptable to officials. No cooling components for rear brakes allowed.

REAR AXLE

The rear axle must meet the following requirements: Axle must be mounted solid to suspended chassis. Only 1.25" steel or chrome-molly axles permitted. Maximum axle length is 42" and must be magnetic. No alternate materials allowed. Both rear hubs must be keyed securely to axle. No floating hubs allowed. Snap rings must be in place and safety wired. Axle key stock must be secured in an additional fashion on all cars. Self-oiling carrier bearings are prohibited.

WHEELS & TIRES

Any 6" or 8" wide wheel allowed. Wheels may be painted or polished. Hoosier MC780 and American Racer MD32 slicks only. No tire grooving or prepping in any fashion is allowed. No liquid or any other tire softeners allowed. Nitrogen is allowed. *(Note: tire rule may have to be altered later in season, depending on how cars handle with these 2 tires/compounds)*

SUSPENSION

Mini cup/Cyclone cars with suspended suspension must have four steel body shocks. AFCO 1561, 1563 or Carrera 3361, 3363 or Pro SB series. (No adjustable shocks) Spring rates and manufacturer are open. Threaded body shocks may be used but must have the same 61 or 63 numbered shocks. Springs and shocks cannot be altered and must meet original factory specs. A-arms, pan hard bar, and other suspension related components must be approved. All suspension and steering components are tunable without component modifications. (No interior suspension adjusting devices allowed) Rigid suspension cars must be rigid on all 4 corners. No half suspended half rigid.

SPINDLES

All spindles must be factory type spindles. King pin angles, spindle diameters, spindle arm length and angle, and the location of the outer ball joint mounting hole must remain as manufactured. Alternate heavy duty left spindle and heavy duty right spindle and hub are permitted.

STEERING

All cars must be equipped with a steering column constructed of .750 x .065 steel tubing. A quick release coupling acceptable to the officials on the steering wheel is

mandatory. Only rack and pinion steering is permitted. Steering rack may be shortened on either end. All steering linkage must be properly secured. A universal joint may be added to the column between dash-mount and steering rack.

SEAT AND PEDALS

Seat must be aluminum racing seat made by a reputable manufacturer. No home-made seats are allowed. Seats must be bolted in place. A minimum of grade 8 hardware only to secure seat. The use of straps or tape to anchor the seat is prohibited. Seat size will be appropriate for driver. All pedals must be within appropriate reach of the driver. Any deemed inappropriate by tech official will have to be modified prior to the car being allowed on the track. A raised foot box may be constructed for elevating the drivers feet or legs above the steering rack and to allow for moving pedals closer to the driver. The box may be constructed of aluminum or steel of a thickness sufficient to support the driver's feet and allow bolting of the pedal assembly directly to the box if necessary. Minimum .040 gauge aluminum or a maximum of 14 gauge steel may be used. The box must be easily removed for safety inspection of steering and suspension components. The sole purpose is to allow proper pedal location for a small driver. Any attempt to utilize the box for ballast or weight distribution is expressly forbidden. All pedals must be securely fastened to the chassis rails using grade 8-hardware. The car will fail tech, if at the discretion of the tech inspector, the seat, pedals or box are mounted in an unsafe or inappropriate manner.

WEIGHT RULE

All drivers must weigh their cars after heats and feature events unless leaving on tow rig or EMT unit. All suspended cars must weigh a minimum of 680 pounds and rigid suspension 640 pounds with driver ready to race. Any weights added must be securely mounted to chassis. They must be painted white and have car number on them.

POST RACE TECH

Trunk and hood must remain closed until such time as a tech official opens one or the other. The driver and car must remain in tech until given permission to leave by the official in charge. Drivers failing to follow this procedure are subject to disqualification. No equipment or car will be considered as having been approved by reason of having pass through inspection unobserved. If a protest is made, only 2nd and 3rd place can protest, and must finish on lead lap. Engine claim rule is as follows: Clone protest Clone-exchange engine and \$250.00, Clone protest Honda- exchange engine and \$750.00, Honda protest Honda-exchange engine and \$250.00. If protest is made driver is allowed to keep clutch, exhaust header, air filter/air filter adapter and carb turn table.

MISC

Racever are **MANDATORY** at all events.

RULE BOOK DISCLAIMER

- 1. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.*
- 2. The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.*

WE RESERVE THE RIGHT TO MAKE REVISIONS, IF NEEDED!