



2018 Rule Book

SUPER LATE MODEL RULES:

Ponderosa Speedway will follow the sanction body rules that are running on that particular event:

Lucas Oil Late Model Dirt Series www.LucasDirt.com

Schaeffer's Oil Iron-Man Late Model Series www.CTPromotions.org

Schaeffer's Spring & Schaeffer's Southern Nationals Bonus Series www.SouthernNationalsSeries.com

*Any track sanctioned event will follow Iron-Man Series Rules listed on link above.

OPEN WHEEL MODIFIED RULES:

Ponderosa Speedway will follow the Brucebilt Iron-Man Modified Series rules www.CTPromotions.org

CRATE LATE MODEL RULES:

Body Rules: Lucas Oil or UMP

Weight: 604 Engine: 2300 lbs.; 602 Engine: 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!)

Hoosier 1350, 1600, LM40, Crate 55, Crate 21, D21, FT200, FT400, FT600;

American Racer 48 and 56

(Absolutely no chemically altering of any tires at any time) (Random tire samples will be taken)

Shocks: Open

Carb: Only 1 Carburetor permitted, naturally aspirated.

Misc: Raceceivers and Transponders are MANDATORY at all events (Rentals are Available at track)

KDRA SUPER STOCK RULES:

Engine

A) Any cubic inch allowed

B) Cast Iron block and cylinder heads only

C) Aluminum or Cast Iron intakes allowed

D) MSD Ignition allowed (NO MAGNETO'S)

E) One 2 Barrel or One 4 Barrel carburetor

F) Gas only

G) No Turbo's

H) NO TRACTION CONTROL

I) Any Transmission Allowed

Suspension

A) 104" wheelbase MINIMUM

B) Coil spring rear suspension cars must have full frame to center of the rear end

C) Camaro and nova front stub cars may be tube from the front clip back for leaf spring rear suspension ONLY. Full frame leaf spring conversions are ok.

D) Rear control arms to be: UPPER to be no more than 1" above or below stock length
LOWER to be no more than 1" above or below stock length

E) 1 shock per corner, total of 4 on car. Schrader Valve shocks are ok.

F) No canister shocks. No aluminum body shocks

G) No coil over shocks.

H) No coil over eliminators, Brake Floaters, J bars, Panhard Bars, Lift Bars, Birdcages.

I) Upper ball joint to be even with #1 spark plug.

J) No quick-change rear ends.

K) No strut cars

BODY

A) Aluminum, Steel, and Composite Bodies are ok.

B) Aftermarket nose pieces are ok. No wedge style late model noses

C) 8" rear spoiler height max.

D) Wagon roofs ok.

E) Spoiler supports to be no more than 23 1/2 " long with no more than 3.

SAFETY

A) Racing seat required.

B) 5-point 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 mandatory. Fireproof; hood, gloves, socks, shoes and underwear recommended.

D) Full face helmet is required with Lexan shield. (Must be minimum of Snell 85 approved)

E) Driver side window net minimum of 12" X 12" with 3/4 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.

H) Cockpit mounted master power kill switch required. (Must be acceptable from driver's window)

I) Isolators required on all fuel pressure gauges located inside the cockpit. (No fuel permitted inside the driver's compartment)

J) Battery must be securely fastened and contained away from fuel cell.

K) Fuel cell must be secure and firmly mounted in the trunk area. Fuel line must run under floor and/or covered in 1 1/2 inch tubing.

L) Must be approved fuel cell.

M) All other safety rules will be governed by the hosting track.

GENERAL

A) Front bumpers must be constructed of 1 3/4" round or 1 1/2" square .095 tubing (Maximum). Must turn and extend rearward behind the nose a minimum of 6" (No welded 90* or sharp edges).

B) Rear bumpers must be constructed of 2" round or 2" square .095 tubing (Maximum). Must turn and extend forward behind the quarter panel a minimum of 18" (No welded 90* or sharp edges).

TIRES

Front Tires: American Racer: Hard and Extra Hard ONLY

Hoosier: M30 and M60 ONLY

Rear Tires: American Racer: Extra Hard

Hoosier: M60

NO GROOVING OR SIPING

Tires will be subject to testing at any given time by track officials as well as KDRA officials

WEIGHT

All lead must be white in color and marked with car number.

A) 3000lbs MINIMUM weight.

MISC

A) Receivers are MANDATORY at all events when applicable.

KDRA MINI STOCK RULES:

GENERAL

1. Any Rear wheel OR Front wheel drive CAR that came from factory with a non-turbo single or dual cam 4-cylinder engine permitted.
2. NO trucks, mini vans, or station wagons permitted.
3. Engine MUST be Naturally Aspirated only. ABSOLUTELY NO turbo, nitrous, methanol, or alcohol based configurations allowed.
4. Original engine must match original vehicle. Ex: Ford in Ford, Chevrolet in Chevrolet, etc.

SAFETY

1. Before competition, ALL glass, plastic, mirrors, body molding, trim, carpet, fabric, and anything flammable or harmful to the driver, officials, or fans MUST be removed. Cars must be completely gutted.
2. All cars must have a solid 6-point roll cage.
3. ALL Roll cage components must consist of 1 ½" x.095 steel tubing.
4. Roll cage design must include a minimum of 5 bars extending side to side. (top of main hoop, front of halo, dash bar, middle of main hoop, and bottom of main hoop)
5. Roll cage must be welded directly to the frame OR welded to ½" steel plates, 4" x 8" minimum size, sandwiched on floor.
6. Doors on both driver side and passenger side must have 3 bars, with connecting bars in between.
7. The Main Hoop must consist an "X" style bar or single diagonal bar.
8. There must be a diagonal bar in center of the top hoop.
9. Gussets highly recommended but not required.
10. A minimum of three (3) windshield bars are required in front of driver. Bars must be at least ¾" in diameter.
11. Racing Style seat is MANDATORY. Full Containment is not required, but strongly encouraged.
12. 5-point racing type seat belts are required.
13. Racing Seat AND belts must mount to frame or roll cage.
14. Quick release steering wheel is required.
15. Fire Extinguisher must be up to date and mounted inside the cockpit within reach of the driver.
16. Battery must be securely fastened down. IF located inside cockpit, the battery must be completely enclosed.
17. Battery Master disconnect switch must be within reach of driver at-all-times.
18. Window Net is not required but strongly encouraged.
19. Approved Helmet must be worn at-all-times while on track. Helmets must be Snell SA 2010 or newer. (NO open-faced dirt bike style helmets allowed)
20. Drivers must wear approved racing fire suit at-all-times while on track. (1-piece suit & 2-piece suits are allowed)
21. Racing shoes are mandatory.
22. Racing gloves are not mandatory but strongly encouraged.
23. Head & Neck Restraints are not required but STRONGLY encouraged. Horse collar restraints, Hans, NecksGen, and Zamp are all acceptable.

ENGINE

1. Engine type that came in the car must be run.
2. Engine MUST remain in stock location with NO setback.

3. ABSOLUTELY NO aftermarket blocks, heads, or intake manifolds permitted. This includes ESSLINGER, Race Engineering, & ANY other performance company. Modifications of any sort are allowed on blocks, heads, and intake manifold. However, they must remain the factory piece with part number or stamp visible.

4. Internal modifications are permitted. This includes but not limited to: pistons, rods, crankshaft, camshaft(s), lifters, valve springs, bearings, etc.

5. Aluminum Heads are only permitted on cars that came from the factory with aluminum heads. NO aftermarket aluminum heads permitted.

6. Fuel Injection permitted on cars that came from the factory with fuel injection. NO aftermarket fuel injection allowed.

7. Cold Air intake is permitted. Stock air box may be removed for placement of cold air intake.

8. Aftermarket headers are permitted.

9. ECUs are allowed to be programmed, flashed, chipped, or upgraded.

SUSPENSION

1. Stock suspension ONLY with the exception of aftermarket springs. Racing/aftermarket springs will be permitted.

2. Trailing arms, A-Frames, and other components may be altered, however NO adjustable suspension components of any kind will be allowed.

3. Shocks, Springs, and other suspension components MUST remain in their original, stock location.

4. Screw Jacks of any kind will NOT be permitted.

5. Strut towers and hubs may be reinforced or changed for extra strength.

6. All suspension components including (shocks) must be stock! Meaning stock location and stock appearing. Absolutely no racing shocks of any kind will be permitted (stock struts)! Slide in adjuster cups are allowed just no weld in screw jacks of any kind!! No heim's of any kind. Also Mustangs will now be weighed top three finishers with a minimum of (2300) lb. Note front wheel drive do not have a minimum weight requirement.

REAR-END & TRANSMISSION

1. ALL transmissions must remain stock and completely unaltered.

2. ABSOLUTELY NO Bert or Brinn transmissions allowed.

3. For RWD cars, 8.8" and 7.5" rear ends ONLY will be acceptable.

4. ABSOLUTELY NO 9-inch rear ends will be permitted.

BODY & FRAME

1. Stock frame MUST be used, with only modifications for roll cage placement.

2. ABSOLUTELY NO tube cars of any kind will be permitted.

3. Stock firewall must be used with any holes covered or patched.

4. Bodies may be constructed of steel or aluminum, with front fenders remaining steel, and roofs constructed of steel OR fiberglass.

5. Aftermarket replacement body panels of steel or aluminum are permitted

6. Aftermarket nose pieces are permitted.

7. AR Bodies components are permitted for competition.

8. Body may be of stock configuration or custom-built.

9. Doors must be welded, bolted, or chained shut at all times.

TIRES & WHEELS

1. Street type DOT radial tires ONLY.

2. Hoosiers, American Racers, mud, snow, and any other racing tire is not permitted on the track.

3. 13" and 14" tires ONLY for Rear Wheel Drive cars.

4. 13", 14", and 15" tires ONLY for Front Wheel Drive cars.

5. Aftermarket or racing wheels are allowed. Maximum width is 8 inches.

6. Beadlock wheels are allowed on both front and rear wheel drive cars. Up to 4 beadlocks are permitted.
7. ABSOLUTELY NO chemical tire prep of any kind is permitted.

FUEL

1. Fuel may be pump gas or racing fuel.
2. ABSOLUTELY NO methanol, alcohol, or nitrous is permitted.
3. Fuel may be stored in original, stock tank OR in aftermarket fuel cell placed appropriately in rear of car.
4. If aftermarket fuel cell is used, a firewall must be positioned between the cell and the cockpit.

MISC

1. Tow Hooks OR Tow Chains must be accessible in front and rear of car for towing access.
2. Raceceivers MUST be used at ALL times while on track.

MINI CUP 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 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. Windshields 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 flywheels 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 Hondaexchange 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: Raceceivers and Transponders are MANDATORY at all events. (rentals available at track)

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 an additional Pit Pass at the Pit Gate for each additional class that they are wanting to compete in. (NO EXCEPTIONS)
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 and Transponders are mandatory in all divisions anytime a driver is on race track.

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.

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 recommended.
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 Highly Recommended.
8. Gloves certified to SFI Spec 3.3/5 are Highly Recommended.
9. Fire resistant socks are Highly Recommended.
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. (Feature will have a "Hot Pit")
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 on initial start, 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 Frontstretch 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 in turn 2, unless you are required to scale in the infield. 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 Designated Box or starting point to be determined in the drivers meeting. 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 YOUR CAR ENTERS THE DESIGNATED START AREA. 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 at the cone. 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 as long as track conditions allow. This rule may not be in place for all divisions regarding the use of double-file restarts.
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 and Transponders are Mandatory in all Late Model, Crate Late Model, Open-wheel Modified, Super Stocks, and Mini Stock events.
2. All 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. This can be adjusted due to official's discretion.
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 in turn 2, unless you are required to scale in the infield. 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 Designated 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 YOUR CAR ENTERS THE DESIGNATED BOX. 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 at the cone. 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 until Feature Events which allows a "Hot Pit" area in the infield. Only 2 Crew Members are allowed per car for "Hot Pit" area. 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 if track conditions allow. 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 Raceceivers 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 all divisions anytime a driver is on the race track. The track will have Receivers available for rent. More information is available below. a. Receiver model used: Elite 1600 b. Frequency used: 454.0000 c. Rental price: \$10
18. Ponderosa Speedway will utilize Transponders at all events. Transponders will be used to time and score cars during the events. Transponders will be mandatory in all divisions. Drivers will be responsible for purchasing a pouch for the Transponder. The Pouch must be mounted securely to the car, and its location will be on Right Rear Axle Tube. If a driver does not have a pouch, they will be able to buy at the race track for \$20. Transponders will be rented on Regular shows for \$10. The driver is responsible for the Transponder in the event it gets lost or damaged. If a Transponder is lost or damaged, the driver is responsible for the Replacement Cost of \$150. A driver's license will be held along with payout until the Transponder is turned back in each night. If a driver has their own Transponder, a \$5 activation fee will be charged to use this Transponder each night. All Transponders must be Westhold brand in order to work with our loop system. (NOTE: Westhold Transponders that are the ACTIVATED style will not work with our loop system)

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!