



2024 PONY RULES

Four cylinder water cooled rear wheel drive cars and mini pickup trucks only.

BODY:

- * Stock auto body allowed. 100lb weight break allowed.
- May have complete aluminum body.
- Inner panel may be removed.
- Must have stock firewall in stock location and full floor pan (you cannot weld a floor pan onto a tube frame). Except Jig Car
- Breather may stick through hood.
- Open back end allowed. –
- Nose and tail pieces included MD3 allowed. –
- Spoiler must be nor more than 8” max.

FRAME & RAILS

- Must have roll cage and all safety equipment.
- Cage must be secured to unibody.
- Chassis on a Fox Body Mustang can be cut in front of front shock towers and behind rear shock towers and finished out with tubing, as long as they remain in the stock position and mount.
- Leaf spring cars must retain the chassis all the way back to the rear leaf spring mounting points and positions, trunk area can be cut out but the shocks must go through the OEM holes.

SUSPENSION:

Must be stock suspension (except jig chassis).

- 1 shock per wheel. No canister shocks. No 4 bar suspension.
- Lowering blocks ok. - Adjustable buckets and wedge bolts are permitted.
- Racing springs permitted, must be in stock location.
- May cut/lower a frame for caster/camber adjustments.
- May cut panhard bar, must retain stock ends, non-adjustable.
- Caster and camber plates ok.
- Shocks with external reservoirs will not be allowed.
- Racing shocks and struts are allowed as long as they can be mounted in the FACTORY POSITIONS. Shocks must retain stock angle.
- In order to be able to run different shocks, the shock mount can be moved up for shock travel as long as the angle is not modified.
- Aftermarket control arms (front or rear) must carry 10# per wheel.
- Only one shock per wheel will be allowed
- Leaf spring cars may use blocks or jack bolts to adjust the ride height of the car.
- Bump steer will be allowed.
- All suspension pivot points must remain in the factory locations; aftermarket bushings/mono balls will be permitted.
- 4-link cars may adjust pinion angle, adjusting the length of the upper links only.
- Bushings or offset bushings ok in steering rack.

BRAKES:

- 3 wheel brake shut off permitted.
- Stock rotors and drums, may remove caliper and rotor on RF only.
- 4 wheel disc brakes permitted.
- Dual master cylinders permitted.

WHEELS & TIRES

- Beadlocks allowed.
- 8" wide wheels permitted.
- Wheels over 8" maximum width must carry a 10lb per wheel weight penalty.
- Hoosier, American Racer are the permitted tires. DOT tires are permitted.
- Tires must not be treated with any chemicals, solutions, or any other compounds. - If you run 8" wheel and 8" tire you get 10lb per wheel weight break.

EXHAUST

- Any header permitted;

DRIVELINE:

- Only a stock transmission will be allowed. Top loader transmissions will not be allowed.
- Transmission must have forward and reverse gears.
- Lightening of the transmission is allowed.
- All internal gears must be OEM stock production gears.
- No billet gears allowed.
- No aftermarket transmissions allowed.
- No racing transmissions allowed.
- Any working race clutch, such as Tilton, Quarter Master, or Gold Star allowed. Couplers are not allowed.
- If you run a stock clutch, pressure plate, and stock lightened flywheel, you can take a 50 pound weight break

ENGINE:

- Stock engine location. Except Jig Car
- No engines with more than 2 valves per cylinder.
- Formula for CC: bore x bore x .7854 x stroke x 4 = cid, then divide cid by .061 (tolerance .010 for wear).
- No rotary or turbo or DOHC permitted.
- Aluminum cam gear or pulley allowed; adjustable gear ok.
- Any steel rod; no aluminum or titanium.
- Stock crank or billet crank permitted.
- Oil pan- any wet.
- No dry sumps allowed.
- No vacuum pumps permitted; may have regulated exhaust evac system. –
- Any flat top piston/toyota 1600 and 1800 may run dome piston.

IGNITION:

- Any ignition system allowed.

WEIGHT BREAKS:

- If you run a stock clutch, pressure plate, and lightened factory flywheel, you can take a 50lb weight break.
- Stock OEM intake manifolds (with no porting/polishing) may take a 50lb weightbreak.
- OEM cylinder head with either hydraulic or solid lifters, with only bowl work, no porting or polishing, stock size valves, and a flat tappet cam may receive a 100lb weight break.
- If you run a stock body, you may receive a 100lb weight break. - If you run 8" wheel and 8" tire you get 10lb per wheel weight break.

WEIGHT PENALTIES:

- Aftermarket cast iron heads must carry a 50lb weight penalty.
- Wheels over 8" maximum width must carry 10lb per wheel weight penalty.
- Aftermarket control arms (front or rear) carry a 10 pound per wheel weight penalty.

CYLINDER HEAD:

- Any cast iron head allowed as long as they are/were available to the general public for sale.
- OEM production aluminum heads on Toyota allowed.
- No aftermarket aluminum heads allowed on any engines.
- No dual cam shafts.
- Milling, porting, and polishing allowed.
- No relocation of intake/exhaust ports or runners.
- Any cam allowed.
- Any size valves allowed. Valve guide spacing cannot be altered.
- Aftermarket cast iron heads must carry a 50lb weight penalty.
- OEM cylinder head with either hydraulic or solid lifters, with only bowl work, no porting/polishing, stock size valves, and a flat tappet cam may receive a 100lb weight break.

FUEL:

- Only pump gas/racing gas allowed.
- Any fuel containing any type of alcohol will not be allowed, that includes E85 and oxygenated fuels that contain alcohol.
- No additives.

INTAKE:

- Any intake manifold permitted.
- Stock OEM intake manifolds with no porting/polishing may receive a 50lb weight break.

CARBURETOR:

- Fuel injection will not be allowed.
- Holley 4412 500 cfm and Holley 7448 350 cfm 2-bbl carburetors allowed.
- No 4-bbl carburetors.
- No aerosol carburetors allowed.
- Choke horn may be removed.
- Carburetor must have boosters with no modifications to boosters or venturi.

BASE WEIGHT:

- Any engine up to 2250cc must weigh 2200 pounds.
- Any engine between 2251cc and 2400cc must weigh 2400 pounds.
- Any engine between 2401cc and 2610cc must weigh 2500 pounds.
- All weights must be posted in clear view including all breaks and/or penalties.

SAFETY:

- Approved helmet and full fire-resistant driver suit required. a. 50lb weight break for head and neck restraint and/or full containment seat.
- All cars must have 3" seat belts with shoulder harness and must be attached to roll cage.
- We strongly suggest that all cars have an approved fire extinguisher- securely mounted, within easy reach of the driver. A 5lb Halon System is recommended.

A protest fee and written request must be made to the Technical Inspector within 5 minutes of the end of the main event (Checkered Flag).

A- In order to protest a car you must finish behind that car or you have the option to protest each car that finishes ahead you. If it is a multicar you must protest each car on the same items.

B-2 items \$300

C- Complete Engine \$800 this will consist of camshaft, head, intake/spacer, carburetor, cc's,

D- Bumper to Bumper \$1,100 this will consist of complete engine, flywheel assembly, transmission, rear end, suspension and checking for traction control.

E- Visual protest is \$50 retained by the TRACK TECH must be made within 30 minutes before qualifying, heat race or main event. This includes Bodies.

F- If protested you have the right to back protest. Protested car has 5 minutes to decide if they want to back protest. After all protest has been filed parts must be ready for inspection within half (1/2) hour. (Tech man discretion)

G- Once a protest has been filed it will be final. There will be no dropping protest.

H- IF DECLARED ILLEGAL FOR ANY REASON ALL MONEY AND POINTS WILL BE FORFEITED.

I- ANY MONEY NOT PICKED UP AT TRACK ON NIGHT OF RACE WILL BE FORFEITED UNLESS ARRANGEMENTS HAVE BEEN MADE. TRACK RETAINS 25% OF ALL PROTEST FEES EXCEPT VISUAL TRACK RETAINS 100%

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