



2021 PONY STOCK RULES

The Pony Stock class is an entry level class for entry level drivers. The track retains the option of moving a driver up to the Outlaw FWDs if the driver's performance exceeds most of the other drivers in the class. Cheap cars. Great fun for the whole family. A top lap time of **16.00** seconds has been established for Pony Stock. Qualifying or racing below that time will result in being moved to the Outlaw FWD class. The time may be adjusted throughout the season to help maintain a level playing field in this entry level class. If a driver clocks a lap faster than the cap in qualifying or a heat race, the car and driver will be running in the Outlaw FWD class for the heat (when applicable) and/or feature. If a driver goes faster than the cap in the feature, the driver will be disqualified but will receive their start money. That's the rule: one lap speed under the cap and it's graduation to the Outlaw FWD class for the remainder of the season.



PLEASE NOTE. It is the driver's responsibility to check and/or upgrade all personal safety equipment: a full containment seat, a head and neck restraint, a fuel cell with all of the proper check valves in place, a new fire suit including proper undergarments, gloves, socks and shoes that all meet the highest of safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/I approved. Put Safety First.

The General Rules applicable to all classes follow at the end of the class specific rules.

I. BODY.

- Four or six cylinder, front wheel drive, factory fuel injection, complete stock body and complete stock frame from front to rear. All exterior body panels will remain stock front to rear.
- No alterations will be made unless the rules expressly state alterations are permissible.
- No convertibles, 2 seat coupes, trucks or super or turbo charged cars are allowed.
- Drivers may secure bumpers to frame mounts with a maximum of 1/8" thick angle iron or flat stock. No heavy tubing or channel. Nothing over 1/8" thick and 4" tall. This is permissible to save teams time and the cost of purchasing OEM bumpers. Adding too much bumper support will result in the team cutting them off. Allowable is adding one piece of 1.75" x .090" (maximum size) tubing between frame horns (both front and rear) to provide a solid place to attach the chain/cable hook-up. Standard hardware cloth may be attached in front of the radiator, but no expanded steel or equivalent is allowed.
- Both front and rear bumpers must be strapped or chained to the frame to prevent dragging. When removing the vinyl covering on the dashboard, the "ugly stuff" may be covered up with a piece of aluminum or sheet metal. Rub rails are allowable when securely mounted with carriage bolts and smooth ends.
- Any patch work on the exterior of the car will have steel or aluminum patches. All sheet metal will be riveted or welded; no sheet metal or self-tapping screws.
- All cars will be equipped with front and rear tow hooks, straps or chains where a wrecker can quickly and safely hoist the car so it can be towed.

2. ENGINES, FUEL TANKS AND EXHAUST.

- Unaltered stock ECM computers. No aftermarket computer chips.
- Cars will use OEM transmissions & engines that match the make of the car (i.e., Chevy to Chevy; Ford to Ford; Honda to Honda, etc.)

- All cars must start with the stock ignition key or a simple push button/toggle switch. All of the stock wiring to the car will remain intact. Engines and transmissions are to remain stock.
- A stock style exhaust system complete with a muffler that exits behind the driver's seat is mandatory. 2" maximum exhaust tubing; catalytic converter not needed.

3. GAS TANKS AND BATTERIES. A racing fuel cell or a stock gas tank in good condition and in its stock location is required. Double check the gas lines and the tank straps, replace them if they are worn. All cars must have a shut off switch next to driver window which can easily be reached from the outside of the car. Skid/Anti-puncture plate required under stock gas tank.

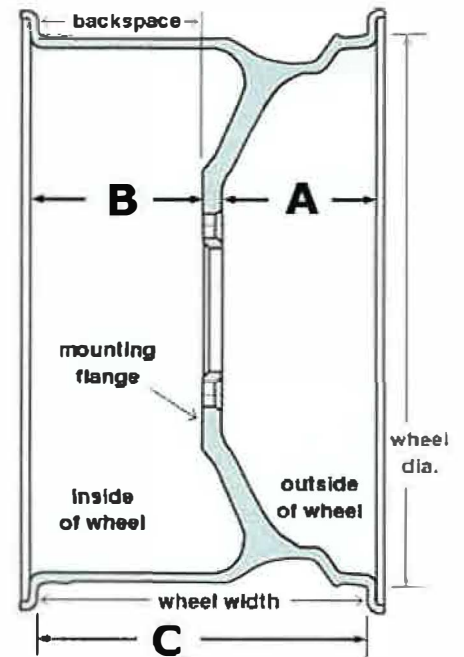
4. COCKPIT.

- There will be no gutting or stripping of any metal inner body panels unless the roll cage bars go all the way out to the door skin. Minor gutting of the non-cockpit body parts is allowable. For four-door cars, the driver's side window/door post between the front and back door may be removed for roll bar clearance and added room to exit and enter the car.
- Any battery inside the cockpit must be in a secure full-covered battery box.
- A Lexan windshield is highly recommended. No rear windows. Rear opera windows are permissible. The front side window panel will not exceed 12" (measured from the bottom of the windshield post along the top of the door and then 90 degrees back up to the windshield post).

5. WHEELS/TIRES.

- 7" wide wheels maximum. Safety wheels are allowed. Safety wheels must comply with measurements on drawing. Dimensions A & B must be within 1" of each other.
- All wheels and tires must be the same size.
- 1" lug nut required when using safety wheels. Wheel studs must extend at least one thread beyond lug nut.
- All wheel weights must be removed from both the inside and outside of all wheels.
- No wheel spacers of any kind.
- Stock DOT tires only. Z rated, bias ply, trailer and recap tires are prohibited. Single ply sidewall DOT radial tires only. No Goodyear Triple Tread tires or high dollar equivalent tires will be allowed. Any 55, 60, 65, 70, 75 or 80 series radial tire 165-215. Minimum tread wear rating of 300. Tread wear rating must be visible on outside of tire. All 4 wheels must have the same size tire; no mixing of sizes. The track has the right to reject any tire.
- Tire soaking and/or any other types of tire tampering is prohibited.

Safety Wheel Measurements



6. STEERING AND SUSPENSION.

- All steering and suspension will remain stock with no modifications, front to rear and side-to-side. No more than 8 deg camber on RF and 2 degree max on LF,LR and RR tires..
- The wheelbase will remain within 1/4" side to side (rear steer).
- Drivers may have a quick release steering wheel for safety. The complete stock steering assembly must remain.
- Brake and gas pedals will remain stock. A toe clip on the gas pedal is highly recommended.
- Struts may be taken off for inspection at any time during the event. No cutting, shortening, heating or stretching of the springs. Springs and struts must be stock for the car's make, model and year. All cars must bounce freely up and down.

- ☛ All cars will be checked for locked front axles. With one side of the car jacked up, either tire must spin freely when the opposite tire is on the ground.

7. SAFETY.

- ☛ Although drivers are strongly encouraged to build and work on their own cars, if the team has little or no experience putting in a safe roll cage, contact a good welder to assist with installing a quality roll cage, racing seat, 5 point safety belts and window net mounts.

- ☛ All Pony Stocks will have a minimum of a 4 post roll cage. The minimum round or square tubing size is 1.5" x .095" thick; no exhaust tubing or old rusty well pipe allowed.

- ☛ The rollover bar will be behind the driver's head, with the upper halo section constructed to give the driver plenty of head clearance and protection to provide safety in the event of a rollover.

- ☛ All cars will have a minimum of 3 driver's side door bars, as well as a single or an X door bar on the passenger side.

- ☛ A minimum 30" wide by 12" tall by 1/8" thick driver's side doorplate is required on all cars. No removal of any interior door panels except for door bar clearance.

- ☛ All doors must be bolted, welded or chained shut.

- ☛ Made for racing seat required. Full containment seat highly recommended. Seatbelts no more than 3 years old.

- ☛ Rear bars will be a maximum of 1.75" round or square tubing. The rear support bars may extend rearward from the top of the cage behind the driver, angling down to the rear of the trunk area.

- ☛ Two bars may extend back from the middle section of the back hoop rearward. No bars may extend through the rear of the trunk area. Drivers may have an X between the two rear diagonal bars. The rear strut towers may be supported with the back bars to help keep strut towers in place. Bars are allowed to extend through the front firewall for added leg protection for the driver. These bars may attach to the strut towers, but may not go any further forward. Front hoops are allowed for safety. 1.5" round tubing maximum. No heavy square tubing or channel.

- ☛ Radiator support may be built rather than using the stock core support.

- ☛ Stock bumpers and all front OEM sheet metal are required.

- ☛ All mirrors, upholstery, insulation inside and under the hood, carpet, tail lights and headlights, all loose trim on the exterior of the body, trailer hitches, and aftermarket add-ons must be removed from the car. Any combustible material in the driver's cockpit area must be removed.

- ☛ The original hood and trunk latches must be removed and replaced with a quick release hood pin system. Any hatchback may be removed entirely or must be solidly welded or bolted shut.

- ☛ All holes in the floorboard and front firewall must be covered securely with sheet metal. All sheet metal will be riveted or welded; no sheet metal or self-tapping screws.

- ☛ Carefully vacuum all loose glass or material from the interior of the body panels. All loose rust flakes or trim must be removed from cars. Use a sledgehammer on bumpers to knock off the loose material from the undercarriage.

- ☛ The cockpit and trunk areas must be clean and vacuumed before a car is allowed on the track.

Please send your tech questions or concerns to tom@wildchildracecars.com and it will be forwarded to the applicable personnel for response.

