

## RULE BOOK DISCLAIMER

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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FOR 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.

Management shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her 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.



## DIXIE SPECIAL EVENT PONY RULES

### Transponders & RaceCeiver Required

**No other radios or communication equipment or mirrors allowed at any time.**

### BODY:

- A. Stock auto only.
- B. May have complete aluminum body.
- C. Inner panel may be removed.
- D. Must have stock firewall in stock location and full floor pan (you cannot weld a floor pan onto a tube frame).
- E. Breather may stick thru hood.
- F. Open back end allowed.
- G. Nose and tail pieces including MD3 allowed.
- H. Open back end allowed. Nose and tail pieces including MD3 allowed.
- I. Spoiler must be no more than 8" max.

- J.** Side spoiler allowed but limited to left side only, must not be higher than 10" and not be longer than the rear spoiler side board.
- K.** No other spoilers will be allowed.

### **CHASSIS:**

- A.** Must have roll cage and all safety equipment.
- B.** Cage must be secured to unibody.
- C.** 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.
- D.** Leaf Spring Cars must retain the stock 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:**

- A.** Must be stock suspension.
- B.** Lowering blocks ok.
- C.** Adjustable buckets and wedge bolts are permitted.
- D.** Racing springs permitted, must be in stock location.
- E.** May cut lower a frame for caster camber adjustments.
- F.** May cut panhard bar must retain stock ends non adjustable.
- G.** Caster and camber plates ok.
- H.** Shocks with external reservoirs will not be allowed.
- I.** Racing shocks and struts are allowed as long as they can be mounted in the FACTORY POSITIONS. Shocks must retain stock angle.
- J.** 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.
- K.** If your car did not come from the factory with coil over shocks you cannot run them.
- L.** Only one shock per wheel will be allowed.
- M.** No J bar or three link allowed.
- N.** Leaf spring cars may use blocks or jack bolts to adjust the ride height of the car.
- O.** Bump steer will be allowed.
- P.** All suspension pivot points must remain in the factory locations.
- Q.** Aftermarket bushings and monoballs will be permitted.
- R.** 4-link cars may adjust pinion angle by adjusting the length of the upper links only.
- S.** No suspension parts can be added to cars not equipped from the factory. I.e. No adding a pan hard bar or sway bar.
- T.** Bushings or offset bushings ok in steering rack.

## **BRAKES:**

- A.** 3 wheel brake shut off permitted.
- B.** Stock rotors and drums, may remove caliper and rotor on RF ONLY.
- C.** 4 wheel Disc brakes permitted.
- D.** Dual master cylinders permitted.

## **ENGINE:**

- A.** Stock engine location.
- B.** No engines with more than 2 valves per cylinder.
- C.** CC must be based on original bore of block.
- D.** Formula for cc: bore x bore x .7854 x stroke x 4 = cid then divide cid by .061 (tolerance .010 for wear).
- E.** No rotary or turbo or double OHC permitted.
- F.** OEM only .080 over max bore + .010 for wear - not to exceed 2500 cc +.080 over bore.
- G.** Aluminum cam gear or pulley allowed.
- H.** Any steel rod - no aluminum or titanium.
- I.** Stock crank or billet crank permitted with stock stroke + .010 tolerance.
- J.** Oil pan - any wet.
- K.** No dry sumps allowed.
- L.** No vacuum pumps permitted, may have exhaust regulated evac system.
- M.** Any flat top piston - Toyota 1600 and 1800 may run dome of .267 maximum height.

## **CYLINDER HEAD:**

- A.** Any cast iron head allowed as long as they are/ were available to the general public for sale.
- B.** OEM production aluminum heads on Toyota allowed.
- C.** No aftermarket aluminum heads allowed on any engines.
- D.** No dual camshafts.
- E.** Milling, Porting and polishing allowed.
- F.** No relocation of intake/exhaust ports or runners.
- G.** Any cam allowed.
- H.** Any size valves allowed.
- I.** Valve guide spacing cannot be altered.
- J.** Aftermarket cast iron heads must carry a 50 pound weight penalty.
- K.** 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 100 pound weight break.

**IGNITION:**

- A. Any ignition system permitted.

**INTAKE:**

- A. Any intake manifold permitted.
- B. Stock OEM intake manifolds (with no porting or polishing) may receive a 50 pound weight break.

**FUEL SYSTEM:**

- A. Fuel injection will not be allowed.
- B. Holley 4412 500 cfm and Holley 7448 350 cfm 2-bbl carburetors allowed.
- C. NO 4bbl CARBURETORS.
- D. NO AEROSOL CARBURETORS ALLOWED.
- E. Choke horn may be removed.
- F. Carburetor must have boosters with no modifications to boosters or venturi.

**FUEL:**

- A. Only Racing Gasoline will be allowed.
- B. Any fuel containing any type of alcohol will not be allowed, that includes E85 and oxygenated fuels that contain alcohol.
- C. NO ADDITIVES.

**HEADER & MUFFLERS:**

- A. Any header permitted.
- B. MUFFLERS REQUIRED AT DIXIE SPEEDWAY.

**DRIVE LINE:**

- A. Only a stock transmission will be allowed. Top loader transmissions will not be allowed.
- B. Transmission must have forward and reverse gears.
- C. Lightening of the transmission is allowed.
- D. All internal gears must be OEM stock production gears.
- E. No billet gears allowed.
- F. No aftermarket transmissions allowed.
- G. No racing transmissions allowed.
- H. Any working racing clutch, such as a Tilton, Quarter Master, or Gold Star allowed. Couplers are not allowed.

- I. If you run a stock clutch, pressure plate and stock lightened flywheel you can take a 50lb weight break.
- J. Stock OEM housing or Ford 9" rear-end allowed.
- K. No quick change differentials allowed. No floaters allowed. Locking of differential or racing spool allowed.
- L. Steel or aluminum drive shaft only allowed with a minimum of 1 ½" diameter.

#### **TIRES & WHEELS:**

- A. 13" diameter steel wheels only, beadlocks allowed.
- B. 8" wheels max.
- C. Street tires or Hoosier 400 only.
- D. Tires must not be treated with any chemicals, solutions, or any other compounds.

#### **BASE WEIGHTS:**

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

#### **WEIGHT BREAKS:** (As noted in rules above)

- A. If you run a stock clutch, pressure plate and lightened flywheel you can take a 50 pound weight break.
- B. Stock OEM intake manifolds (with no porting or polishing) may receive a 50 pound weight break.
- C. 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 100 pound weight break.

#### **WEIGHT PENALTIES:** (As noted in rules above)

- A. Aftermarket cast iron heads must carry a 50 pound weight penalty.

**If you have any questions or concerns please ask!**



**Track reserves the right to delete, change, or amend rules in the interest of competition.  
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