

Young Gun - Pittsburgh's Pennsylvania Motor Speedway

PPMS has created this unique division to let teenagers test their interest level and skills are in a form of stock car racing at a very economical cost. We are hoping it will be a division that parents and their kids will enjoy doing together and may potentially produce the future participants of the sport.

Prior to competing, any necessary paperwork must be completed.

Sign in at Pit Steward Stand for each event.

First time competitors must meet with pit Steward prior to racing to go over track procedures.

Attend a mandatory driver's meeting prior to the racing program starting each evening.

Many PPMS DRIVERS are willing to act as mentors to give the competitors advice and direction, and in some instances, instruction on your development at PPMS in all aspects of racing. Ask at the Pit Steward Stand

The staff and management as well as the drivers involved in the program look forward to working with you.

Driver Requirements

1. This is a novice class running for a trophy only. **No cash prizes will be awarded!**
2. The driver will be admitted to the pits for half price of pit admission.
3. This is an amateur division, former racers that have won a feature are not permitted to compete.
4. **All drivers must be at least age 13 thru age 19.** All drivers under the age of **18** must have a completed minor release form signed by a parent/guardian as well as the driver. **Minor release forms can be obtained at the pit sign in booth.**
5. Contact with another competitor may be subject to disqualification from an event. The Young Gun division is a training division and the goal is to control the car and avoid contact. Track officials decisions on contact are final.
6. Any feature winner will start last in the feature at the next appearance at the track.
7. These rules are a framework for this division. **New rules may be added as the necessary.**
8. Car must have number on each side of door and on the roof, minimum **20"** high. The roof number is to read from the right side of the car. Numbers must be contracting in color and highly visible. All cars must have **4"** high lettering displaying the driver's name and age. If a screen or bars are being used in place of a windshield, lettering must be attached to aluminum strip securely mounted at the top of the windshield opening.
9. Drivers are responsible for everyone that attends an event with them. Everyone is expected to adhere to all PPMS rules of conduct and race procedures both on and off the track.

All cars must have wrecker hookup. All cars should have **5 lb.** fire extinguishers should be in reach of driver. All drivers should wear flame retardant fire suit, shoes and gloves. **Window nets** are highly recommended for all cars. **No radios, communication equipment or mirrors permitted, including pit boards.** **No computer controlled equipment allowed on any car.**

This is a low cost entry level division that is designed to enable teenagers to compete and is for stock automobiles only. Former race cars are not permitted. All parts specified as OEM/stock manufactured must be standard option parts or equivalent aftermarket parts and must be readily available from car dealer or any auto parts store. Casting numbers must remain on all OEM/stock parts.

1. MODEL CARS

4-cylinder front wheel drive passenger cars only. **No type of truck, jeep, station wagon, or 4 wheel drive.** **No convertibles, t-tops or open sunroofs.** **1993 or older approved models only: ADDITIONAL CARS MAY BE APPROVED - CHECK WITH TECH INSPECTOR**

Buick – Century, Skylark, Skyhawk

Chevrolet – Cavalier, Corsica, Beretta

Chrysler – LeBaron

Dodge – Shadow, Daytona, Spirit, Aires, Omni

Ford – Escort, Tempo

Mercury – Tracer, Topaz

Oldsmobile – Cutlass Ciera, Calais

Plymouth – Sundance, Laser, Acclaim, Reliant, Horizon

Pontiac – Sunbird, Lemans, **6000**, Grand Am

2. MOTOR

Motor violations may result in fine and/or suspension.

4-cylinder motors only, maximum 2.5 liter. **2 valves per cylinder.** **Motor must be stock manufactured and in stock location—NO MODIFICATIONS** except fuel pump. **No porting, polishing, grinding, welding, acid etching or any type of machine work permitted anywhere.** **Fuel injection permitted if stock on make and model.** **No turbos.** **Radiator must be stock, in stock location and must have a catch can.** **No antifreeze.** **Air cleaner must be stock and in stock location.**

3. BODY

Body panels must be stock manufactured and must be stock appearing at all points. All glass, chrome, and flammable materials should be removed except windshield may remain. Side mirrors must be removed, rear-view mirror is optional. Dashboard may remain intact. Doors should be welded or bolted closed and should have minimum of two 1" x 1/8" x 6" steel straps welded door to body. Each door should also have one 1 x 1/8" x 12" steel strap welded from the top of the door window frame to the roof on each door. Stock appearing bumpers in stock location and should have smooth edges. Bumper may not be reinforced or braced in any way and bumper shocks must remain functional. No cutting or chopping of body components except drivers door may be hulled for roll cage and trunk may be cut only for fuel cell installation. No other metal may be removed from car. All holes in firewall should be covered with metal. Full metal roof. Sunroof opening may be sealed with sheet metal securely welded to the roof.

4. HOOD, TRUNK & SPOILERS

No spoilers, ridges or wings of any kind. The hood and trunk lid or hatch back must remain on car. The hood and trunk latch must be replaced with minimum of 3 racing hood pins. The hood and trunk hinge must remain stock.

5. TIRES

DOT approved, stock production passenger tires only. No winter tread or racing tires. 70 or 75 series only. No grooving or tire alterations. Must have DOT number and manufacturer's logo intact. Racing tires manufactured with DOT numbers are not legal!

6. WHEELS

6" maximum steel wheels. All wheels should be reinforced with double nuts and washers.

7. CARBURETOR

Carburetor must be stock for make and model or stock fuel injection permitted. No modifications! No turbos.

8. FUEL

Gasoline only. No alcohol, nitrous oxide, nitro-methane, propylene oxide or additives. Fuel lines should not pass through driver's compartment.

9. DISTRIBUTOR

Distributor must be stock for make and model.

10. FRAME

Full stock front and rear frame. No modifications permitted except unibody frames should be connected by minimum 2" wide x 3" high steel rectangular tubing connector rails with .120" minimum wall thickness. Unibody connector rails should be connected to the back of the front snout and the front of the rear subframe. No holes may be cut in frame or connectors.

11. SUSPENSION & STEERING

All suspension components must be stock production and in stock location. One shock on each wheel. No racing shocks or coilovers. No weight jacks. Steering system must remain stock with stock steering column. No heavy duty suspension or steering parts

12. TRANSMISSION

Stock production, front wheel drive, automatic transmission only. Must have working reverse gear.

13. BRAKES

All cars must have stock 4 wheel braking system. Calipers and rotors must be steel. No drilling or lightening of brake components. No driver-adjustable brake systems.

14. INTAKE & EXHAUST

Intake and exhaust manifolds must be stock. Mufflers are required for all cars and must meet the decibel limits. Exhaust system must remain stock except catalytic converter must be removed. Exhaust must exit the car behind the driver's compartment and be securely mounted to the car. Any car that loses the exhaust during racing will be disqualified.

15. STARTER AND BATTERY

Stock production starter required. All cars must be self starting. Battery must be in stock position and should be secured by metal straps. Battery disconnect kill switch to shut down motor and fuel pump highly recommended mounted in reach of driver and should be clearly labeled for safety crew.

16. ROLL CAGE

4-post, box-type roll cage should be constructed with 1 3/4" minimum outside diameter and .095 minimum thickness steel tubing. Should have at least 3 horizontal bars at driver's side door and 2 horizontal bars at passenger side door, extended outward into door panels. 2 vertical bars between each horizontal bar as additional support are recommended. Roll cage should extend forward on driver's side to protect foot area completely. Roll cage should be securely welded to unibody floor panel and square tubing at all 4 posts, with the square tubing running parallel to rocker panels and securely welded to the floor panel. Floor panel should be reinforced with steel plates where posts are attached. Roll cage should be welded together 360 degrees at all intersecting points or have gussets and DOM. 6-point roll cage is highly recommended with diagonal bars bracing roll cage at rear, and should run from frame to top of roll cage. Top of roll cage should be at least 2" above top of driver's helmet. Head rest recommended. Front windshield opening should have bars, wire mesh or windshield and driver's side window should have quick-release net. All roll cage bars within reach of driver should be covered with non-flammable foam padding. Other than padding, roll cage must remain exposed with no aerodynamic effects.

17. GAS TANK/FUEL CELL

Fuel cell is HIGHLY recommended and should be securely mounted inside a 20 gauge metal box and secured to frame with a minimum of two 3" x 1/8" steel straps on each side. If fuel cell is used, it should be located in the trunk area on all models.

Stock fuel tank in stock position or fuel cell. Fuel tank should be secured (strapped) to frame and have no leaks. For cars using a stock fuel tank, a 1/8" steel skid plate should cover the bottom of fuel tank and be securely mounted to frame. The fuel pick up should be on the top or right side of the fuel cell, be constructed of steel and should have a check valve in case of roll over. Gas filler neck must be in stock location if using a stock gas tank.

20. FIREWALLS AND INTERIOR

A full metal firewall constructed from 18 guage steel or 1-1/8" thick aluminum should be joined to seal off driver compartment at front, rear, sides and floorboard. Full metal floorboard. Top of interior to top of doors should be 3" maximum. Interior should be mounted flush with outside body panels. 12" minimum interior clearance below roll cage at all points for easy exit. Onboard fire suppression system recommended.

21. SEAT AND SAFETY BELT

Metal racing-approved seat with padded headrest should be securely attached to frame. 3", 5, 6 or 7-point, quick release racing belt with double harness should be bolted to frame or roll bars. Mounts should run in the same direction to secure the belt. Belt should not come in contact with sharp edges. Safety belts should be replaced if two years old, and all worn or damaged safety belts should be replaced. Quick-release, racing-type steering should be used.

22. FIRE SUIT AND HELMET

Drivers should have flame retardant firesuit and racing approved full-face helmet with face shield. Nomex shoes, socks, gloves, and hood highly recommended. Head and neck restraint system and arm restraints recommended.

21. WEIGHT

No added ballast or weights.

RULEBOOK 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 OR 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. The race director shall be empowered to permit reasonable and appropriate deviations 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.