



Young Guns Rules and Procedures

Updated 12/11/2025

General Division Rules:

1. The goal of the Young Guns division is to provide a structured and supportive environment for young and inexperienced drivers to develop their skills in competitive motorsports. This division serves as a stepping stone for aspiring racers aiming to climb the motorsports ladder.
2. **The set of rules below are largely adopted from the SCDRA Young Lions rulebook with several modifications. Please note that moving forward, competitors/teams will have to seek assistance from engine tuners in order to compete due to the technological advances of these vehicles.**
3. Prior to purchasing or preparing a car to race: please contact speedway management to determine that your planned vehicle will meet our rules and requirements that are listed below. Email contact@ppms.com, socials@ppms.com, or call (412) 279-RACE.
4. Sign in at Pit Steward Stand for each event.
5. First time competitors must meet with pit Steward prior to racing to go over track procedures.
6. Attend mandatory driver's meetings prior to the racing program starting each evening.
7. Competitors must present cars for inspection prior to participating in any racing event.
8. Ages 13-19 years old (Officials have final discretion on eligibility). 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. A copy of the driver's Birth Certificate must be provided.
9. Many PPMS competitors 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 the Pit Steward for additional information.
10. This is a novice class running for a trophy only. No cash prizes will be awarded.
11. The driver will be admitted into pits at \$15 admission. All other team members/guests will pay full price.
12. Former racers that have won a feature in a division other than young guns are not permitted to compete.
13. 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.
14. Any feature winner will start last in the feature at the next appearance at the track.
15. RaceCeiver and Transponders are mandatory at all times on track. No two way radios are permitted.
16. These rules are a framework for this division. New rules may be added as necessary.
17. PPMS officials reserve the right to impose additional restrictions on vehicles as necessary to maintain fair competition and ensure balance among participants.
18. Officials reserve the right to amend these rules at any time in the interest of fair play and / or safety among competitors.

Advancement Process:

1. Teams interested in advancing to the Open Four Cylinder division may do so at any point during the season. They must first inquire with the Head Pit Steward. The Head Pit Steward and speedway officials will determine if the driver could be ready to compete in the Open Four Cylinder division.
2. The driver will compete **ONLY** in the Open Four Cylinder division during the stretch of three consecutive events. Teams cannot go back in fourth during the trial. Points will be accumulated in the Open Four Cylinder division. Prize monies earned will be paid to the car owner.
3. If a driver is unable to complete the trial in its entirety due to reasons beyond their control, they may be eligible to retry when they are able and ready to do so following the speedway official review process.
4. After each race night, the driver, their parent/guardian, and car owner are to meet and review the event with the Head Pit Steward. Upon completion of the third event, all parties mentioned before will meet to determine the next steps of the driver's advancement process. The driver may be able to advance to the Open Four Cylinder division the following event. The decision to advance must be unanimous amongst all parties.
5. Speedway officials reserve the right to withdraw the competitor from the trial at any time for any reason.

Eligible Vehicles:

1. Officials have a final ruling on all questions of car legality. A pre-race inspection will be made to ensure SAFETY only. Questions of legality can and will be answered during the pre-race inspection if asked by the entrant. No guarantee of legality shall be expressed or implied during pre-race inspection. Legality will be determined in POST-race inspection.
2. Must be a commercially produced FWD 4-cylinder car from a known auto manufacturer.
3. No rear wheel drive cars, all-wheel drive cars or all wheel steer cars.
4. No type of sports cars, trucks, jeeps, station wagons, convertibles, t-tops or open sunroofs.

Body / Roll Cage:

1. Must have a fully-welded, quality built MINIMUM 6-point roll cage inside the car with minimum of 0.095" thick tubing x 1-1/2" O.D.
2. Doors must be welded or bolted closed.
3. Minimum 3 driver door bars / 2 side door bars
4. Minimum of 3 vertical windshield or "trash" bars in front of the driver. In addition, chicken wire is highly recommended as an additional rock/debris screen.
5. No part of the driver's helmet may extend above the lower level of the roll cage halo.
6. Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners. Coverage is at officials' discretion.
7. Frame-like tubing only allowed for REPAIRS in front of front strut towers and behind rear strut towers. No other frame-like tubing may be added to the chassis.
8. Aftermarket asphalt style nose pieces allowed. Any nosepiece used must be conformed to fit at reasonable and near-factory dimensions.
9. No push bars to extend outside of bumpers or beyond the nose piece.
10. All bumpers (stock or tubing) must be covered, and no sharp edges may be exposed
11. No rub rails allowed on sides of body
12. Sunroofs must be closed / covered with sheet metal
13. Dashboard may remain intact
14. No holes are allowed in the hood or front fenders and the hood should cover the entire engine compartment.
15. Holes in the firewall and floor should be covered to seal off the driver from hot fluids or parts.

16. Floor pans and/or firewalls should remain intact between the front strut towers and rear strut towers. Firewalls and floor pans may be patched with STEEL for REPAIRS only. 18 gauge steel or 1-1/8" thick aluminum should be joined to seal off the driver compartment at front, rear, sides and floorboard.
17. Gutting of the body is allowed. However, a car should maintain the reasonable appearance of a stock car.
18. Driver and front passenger door window openings along with rear and front window openings must remain open and uncovered. Front windshield visors no more than 12" are allowed. Rear door and/or small rear side windows can be closed or covered.
19. Side view mirrors must be removed.
20. No fins, wings, gurney flaps or lips are allowed anywhere on the body. Properly constructed and mounted rear mount spoilers that run from side to side are allowed within reason.
21. Sheet metal decking should remain flush with doors and stock body lines and should not create any lips or airfoils. There must be 2 inspection doors on the decking. 1 at front and 1 at the back.
22. Cars with more than 1/3rd of the body sheet metal are subject to a 100lb weight penalty which increases with each event.

Engine:

1. 4 cylinder engines only. No turbo charged, super charged or rotary engines allowed.
2. Engine must be outwardly stock appearing. There is no engine teardown or protesting in any way.
3. Engine must match the brand of car (ex. Honda must have a Honda engine). Engine swaps are allowed.
4. Aftermarket radiators allowed – can be braced for support

Ignition / Air / Fuel / Exhaust:

1. Pump gas only no racing fuel or E85
2. No Nitrous oxide or nitro methane allowed
3. Stock fuel injection or stock manufactured carburetor only. No cold air intakes for fuel injection.
4. Any air or oil filters (K&N, etc.). Air intake filters must be closed at the end.
5. Intake must be a stock intake. Porting and polishing are allowed. No Skunk 2, etc.
6. No aftermarket throttle body or carburetor allowed
7. **A 3" air duct hose is mandatory regardless of OEM size. A Spectre air duct hose (part #8741) or similar may be used in place of the stock air duct hose. If the throttle body is smaller than 3", a reducer should be used to properly attach the air duct hose to the throttle body. No smooth metal or smooth plastic tubing. Must have a tech approved inline air flow restrictor installed. Restrictor must reduce the air flow from 3" ID to 1-1/2" ID. Restrictor must be mounted immediately after the air filter and installed within the air duct hose. Restrictor must remain in the car for each event. Restrictor may not have any additional holes or modifications besides the 1-1/2" ID hole.**
8. Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed. Ignition coils must remain OEM
9. Racing fuel cells are highly recommended. An approved racing fuel cell must be commercially produced with a plastic or rubber bladder as well as an outer metal enclosure. Cell should be mounted properly as per manufacturers recommendations and it should have a rollover valve or ball.
10. The fuel rail may be aftermarket in the interest of safety. No exotic or high-capacity rails - subject to the discretion of the lead tech inspector. A fuel pressure regulator and/or gauge is allowed.
11. Exhaust which runs through the cockpit should be fully shielded from driver with metal
12. Exhaust pipes must not extend out of any body surface more than 1" and pipe with no sharp edges.

Suspension:

1. Must have stock rear and front suspensions as from the factory. Any transplanted OEM suspension or steering parts must be brand for brand and must bolt into factory mounting holes without alteration to operate. Slotting of factory mounting holes allowed. No adjustable aftermarket suspension components. Any adjustable OEM components must be welded to render them non-adjustable. Plating and structuring for durability and safety is allowed.
2. No racing springs/shocks/struts allowed. Springs may be heated, clamped or use spring rubbers. Springs may be swapped from other models but within 2" of factory installed height.
3. Rear control arms should be stock but may be braced/strengthened/repaired. No adjustable control arms.
4. Stock type aftermarket suspension bushings are allowed
5. Stock type STANDARD, non-adjustable, non-rebuildable shocks / struts required
6. No weight jacks / cups of any kind
7. Suspension limiter chain or tether is allowed as a solid piece. No aftermarket limiters.
8. Bump stops are allowed on struts.

Timing and Scoring:

1. Please note that Young Gun cars are required to run the red X2 transponders. Location of the transponder is on the centerline of the rear wheels, with flashing light pointing downward.

Tires / Wheels / Brakes:

1. Aftermarket racing wheels allowed – 7 inch maximum. NO BEAD LOCKS - maintain proper air pressures.
2. Street legal DOT tires required. No competition tires, drag radials, mud grip lug tires, racing tires or racing recapped tires allowed. Directional tires are allowed.
3. Tire inner tubes are allowed
4. Tires can be mixed and matched for stagger on all 4 corners
5. Stock-type master cylinders required. No bias adjusters or shut-off valves.
6. Brakes must remain stock-type and operational 4-wheel brakes. Aftermarket pads and rotors are allowed.

Safety:

1. RACING helmet with Snell SA 2015 newer required (no motorcycle or DOTs helmets)
2. Minimum single-layer fire suit should be worn (SA 3.2A specification recommended).
3. Racing shoes (SFI Spec 3.3) should be worn during competition or on the racing surface.
4. Fire proof gloves should be worn (SFI 3.3 specification recommended).
5. A 4 or 5-point harness, properly mounted per manufacturers' specifications, is required. Harness certifications are good for 2 years from the date of SFI certification or marked expiration. Any worn, abraded or torn belts shall be replaced. Harnesses should be mounted to the roll cage at all attachment points.
6. A minimum 5 lb. fire extinguisher or on-board fire suppression system is strongly recommended and should be securely mounted within drivers reach.
7. Only commercially produced racing-type seats which are properly mounted per manufacturers' specifications are allowed. A full containment seat is strongly recommended.
8. A head and neck restraint system (SFI 16.1 compliant) are strongly recommended.
9. Head and Neck Restraint certifications are good for 5 years from the date of SFI certification.
10. Full size window nets are MANDATORY
11. Fuel cells MUST have both a vertical and horizontal fire wall to separate from driver compartment
12. Fuel lines which run through the cockpit should be fully shielded with a firewall or within metal conduit.

13. One single interior mounted rear view mirror is allowed
14. All glass and ancillary and unneeded plastic should be removed
15. Interiors should be free of debris and sharp edges
16. Batteries must be securely attached inside the engine compartment or may be relocated inside a securely mounted box. Must use positive fasteners – NO BUNGIE CORDS or RATCHET STRAPS. Wet cell batteries inside the driver comp MUST be covered with a non-conductive cover (plastic or rubber).
17. All cars must have a wrecker hookup.

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.