

Tab 1

Limited Build (Similar to Economy) Compacts and V8

General rules

1. Drivers must remain in the vehicle with helmet, seat belt and eye protection on until notified by an official that it is safe to exit.
2. The driver must remain with the vehicle after the heat for towing off. If the driver is in the following heat they can have 1 person assigned to steer the car off when towed.
3. Driver ONLY in the tech line, If the driver has more than one car 1 person can be assigned to bring the car to tech, or the driver must go back and bring it up yourself.
4. **TECH CLOSES 1 HOUR BEFORE THE SHOW**, (12PM and 5PM) Anyone who brings a car to tech after 12pm will have to wait and run in the later show. DO NOT wait to come to tech, you will not have a chance to fix anything that is wrong.
5. Driver's door hits are illegal. If the hit is deemed careless or intentional by an official you will be disqualified. If a driver pulls the door in front of an oncoming car as defense, we will not enforce the door hit rule.
6. No hot rodding in the pit or while pulling on or off the track.
7. If a door comes open the car and driver will be disqualified.
8. In case of a fire the officials will determine if it is safe to continue, if allowed to continue if a second fire starts for the same reason as the first you will be disqualified.
9. Sandbagging is not allowed and will be enforced. The fans paid to see a show, Put one on for them!
10. No teaming allowed, this will be cause for disqualification.
11. All drivers must make an aggressive hit every 60 seconds.
12. There is absolutely NO ALCOHOL in the pit, this includes crew members. If the driver or any of the crew members are caught with alcohol, the driver will be disqualified and entry fee will not be refunded.
13. All cars must have a number or a slogan displayed on each side of the vehicle large enough for the announcer to read. A roof sign is also highly recommended. No profanity or vulgar sayings.

14. Stock means stock all cars must be stock except anything specified in these rules. All rust and rot repair must be approved.
15. Officials' decisions will be final say.
16. Any frame section replacement or stubbing must be approved by an official. All frame rails and cross members must be oem, No piecing together frames.
17. All cars must be clean and free of debris prior to arriving at the track. All glass, trim, door handles, chrome trim must be removed. All trailer hitches and tow balls must be removed.
18. Absolutely no frame seam welding.

COMPACTS: Any car, compacts are considered A factory 4 cyl FWD or RWD or 6 cylinder fwd car or a RWD 6 that has a factory wheel base of less than 107". (107" wheelbase only applies to 4 cyl RWD cars)

V8s: No Imperials, No Imperial subframe cars, No hearses, ambulances, trucks or truck frames, This class is open to any rwd or fwd V6 or V8 over a 108" wheelbase. Any questions on this please ask first.

Setup rules:

CAGES-

1. A 4-point cage, Halo bar and gas tank protector will be allowed but not required - for drivers protection only. Anything in excess will be forced to cut or loaded at officials discretion.
2. Bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. They must be at least 5" from any part of the fire wall and floor at any point including transmission and driveshaft tunnels. The back bar may not be any further back than the kick panels. The front bar may not contour the body. It must run straight across. All bars must be inside the drivers compartment except the roof bar. All cage bars must be minimum of 2"x2"x1/8" and be no bigger than 4"x4"x1/4" except side bars, Side bars may be C-channel up to 6" or 2"x6"x1/4" box steel. Side bars can be no longer than 60" total. If side bars are used you must have a front and rear cross bars, If side bars are not used, mounting plates no larger than 6"x6"x1/4" may be used on the ends of the seat and dash bar. Side bars can go no further forward than the cross bar and can not contour any part of the sheet metal.

3. Two 2"x2"x1/4" down bars will be allowed from the side bars and must bolt or be welded to the body (cannot attach to the frame). Down bars must remain completely in front of the rear cross bar and behind the dash bar and must remain 90 degree straight up and down of the dash/seat bar or the side bars. No part of the down bars can penetrate the sheet metal. If the down bars are even with or behind the rear cross bar you will be required to cut them out and will not be able to replace them. This is the same if they are in even or in front of the dash bar, they will be removed. You may use up to a 4"x4"x1/4" plate where the down bars attach to the body. A roof bar (halo) may be used. It must go straight across and straight up and down 90 degrees and do not angle it toward the front or rear of the car, Halo may be bolted or stitch welded to the roof in no more than 3 places welds no bigger than 1". The halo must come off the rear seat bar. The halo can be max 4"x4"x1/4" or 6" channel. If you can not weld then bolt it in place. The cage and halo are there for drivers protection only and must not strengthen the car in any way. 1 gusset per corner is allowed, Do not get carried away or you will have to cut it out. No floating plates, 9 wire, chain, etc can be used between the cage and frame or body except where stated.
4. Gas tank protector can be tight to the speaker deck. Protector can be up to 24" wide and no longer than 32". No part of the gas tank protector can measure wider than 24" including the bars that run from the halo to the tank protector.

GAS TANK-

1. All original gas tanks must be removed.
2. A safe fuel cell can be mounted to the cage on the gas tank protector.
3. Fuel lines need to be safe as well as fuel pump mounting, lines should be double clamped for safety.
4. Gas tank protectors can be tight to the speaker deck but cannot be bolted/welded to the package tray. The protector can be 32" wide and no longer than 32" including the bars that run from the halo to the tank protector.

Brakes & Steering-

1. A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing there brakes during the event will be disqualified.
 2. Steering may be altered from the steering box/rack to the steering wheel.
- Cars that come with a steering box must run a steering box, Cars that have a steering rack must run a rack not hydro steering.

Wheels & Tires-

1. No studded tires, No liquid or concrete filled tires. Any ply rating, foam filled, doubled, etc. will be allowed. Rubber tires only.
2. All wheel weights must be removed, Including on the inside of the wheels.

3. Small 1/4" multi-lug centers, bead stiffeners, valve stem guards allowed. No full centers or beadlocks allowed.

Body & Frame-

1. All body mounts must remain in stock locations, If oem body mounts are used, the portion of the oem mount between the frame and body can not be altered including the metal cone inside of rubber mount. If you choose to replace the oem body mounts, The oem mounts may only be replaced by an actual rubber hockey puck and must maintain 1" space between body, k-frame/subframe, NO homemade plastic or metal spacers allowed. They must be positioned in the original location and with the same intent as the factory installs them, But bolts may travel through the top of the floor. Body mounts may be replaced, max size is 5/8" and 8" long. A single washer, no larger than 4"x4"x1/4" may be placed on the top(inside car where bolt sticks through floor) and a single 4"x4"x1/4" washer on the bottom of body mount bolts inside the frame. Body mount bolt and washer must be on the inside of the frame, No welding washers to car body or frame. DO NOT add or relocate body mounts and/or bolts. K-member and sub frame mounts will be considered body mounts. Compact cars with subframes and full size subframe and pinch frame cars may replace oem mounts with hockey pucks and up to 5/8" bolts. There must be a 1" space between the frame and the body, Do not modify the pucks in any way.
2. Core support mount can be 3 stacked rubber hockey pucks or 2"x2"x1/4" pipe 6" long, free floating not welded with up to a 5/8" threaded rod threw the hood. The washer for the core support mount can be no larger than 3"x3"x1/4". The hood plate can be no larger than 4"x4"x1/4" thick, these count as 2 of our 6 hood hold downs. Core support mounting location may not be moved or altered, front frame may not be cut past the front of the core support mount, or 20" from front of spring buckets in cars without a welded in core support mount. Cars with a welded bracket or factory hole for front core support can cut 1/2 way through the hole and not further.
3. The Driver's door may be welded solid with a 3" x 1/4" plate, you may also skin the inside or outside of the door with 1/4" steel. No more than 3" past the front and rear door seams for the door skin.
4. The remaining doors can be welded 4 spots per vertical seams 3"x3"x1/4" max plates, or can be wired or chained shut in 4 places per vertical seam(only one of these options can be used)
5. Rear trunk and quarters, you may tuck the trunk at 90 degrees, Trunk lid may be welded 5" on 5"off with 3"x1/4" plates. If not welded, you can chain or wire in 5 spots per side and 5 spots across the top and bottom edge of the trunk lid. There must be an 8"x8" inspection hole in the lid, we will not inspect the car without it.

You are allowed (8) $\frac{3}{8}$ " bolts and nuts with up to 1" diameter washers to bolt the hole together. The speaker deck may be removed. Trunk lid can not be moved forward of the original location. You must maintain an 8" space between trunk lid and trunk floor. You can bolt the bottom of the quarter with (4) $\frac{3}{8}$ " bolts with a 1" OD washer. None of the trunk lid or body seams can be welded.

6. Creasing is allowed but the quarter panels must remain vertical. Absolutely no wedging the rear of the car. The trunk floor and trunk lid must have an 8" gap. You can pre-bend the rear to help the car bend up.
7. The hood can be held down in 6 spots with any of these options. 2"x2"x1/4" 3 inch angle iron welded to the hood and the fender, 3 strands per hole, 9 wire or chain. Hood holes for headers can be bolted back together in 8 spots with $\frac{3}{8}$ " bolt and nuts and 1" OD washer.
8. No more than two windshield bars or chains may be attached from the roof to the cowl area, no more than 3" on the roof and no more than 3" below the windshield opening to protect the driver from things coming into the car. This may not be used to strengthen the car or to help it from bending.
9. No frame welding allowed unless otherwise noted.
10. Any foreign material in the frame or subframe will result in an automatic disqualification/load no fix will be given. (examples steel, concrete, foam)
11. Wheel openings may be bolted in 4 spots with $\frac{3}{8}$ " bolts and nuts with 1" OD washers.
12. You are allowed two spots of 9 wire sheet metal to sheet metal only on the inside of the car, no more than double wrapped.
13. No post cars will be allowed one $\frac{1}{4}$ " thick x 4" wide strap directly on the door seam to the roof. It can be welded no more than 3" up the roof line and 3" down the door.
14. DO NOT paint or undercoat frames inside or out. Do not grind or buff frames. If you weld anywhere on the frame other than what is specified, you will be loaded.
15. Cold bending will be allowed, however, you still need to maintain the 6" body mount length.
16. You will be allowed 4 plates per car, plates must not be any larger than 4"x4"x1/4" thick and must have 4 90 degree corners and have a $\frac{1}{4}$ " hole in the middle and not be plug welded, You can not use the plate to connect the sub frame, frame, or body. Plate must remain completely on sub frame, frame, or sheet metal. Single pass welds no wider than $\frac{1}{2}$ " and must be at least $\frac{1}{2}$ " gap between the welds that hold the plate and any other added material or welds. Plates can be added before or after the car is run, Plate will be allowed to be moved on pre ran cars but you get no more plates on pre ran still a max of 4 plates. ALL WELDED ON PLATES MUST BE PAINTED WHITE.

BUMPERS-

1. Any oem bumper can be used. It may be seam welded and stuffed, No sharp/jagged edges. The rear bumper can be homemade 3"x3"x 3/16" and must be flat, no pointy bumpers on rear. No ramp designed rear bumper, rear bumpers must be mounted 90 degrees to the end of the frame rail.
2. Homemade bumpers are allowed, bumper can be a maximum of 8"x8" with a 4" point over 32", this must be centered. The bumper can be as wide as the center of the front tires. Any bumper that measures larger than the specified dimensions will have to cut it.
3. Aftermarket replica bumpers will be allowed.
4. You may add two plates per frame rail to the front. These plates can be 3"x6"x1/4" and must be connected to the bumper. You can not weld your frame to your sub frame with these or any plates. There can be no welding past the 6" plate. All bumper welds can be no wider than 1/2".
5. If hard nosing the front bumper, you can not use any bumper shocks inside the frame rail. In this case shocks may be moved to the outside of the frame and welded. They can not be welded more than 6" down the frame. No homemade bumper shocks will be allowed. Bumper shock counts as 1 of your 6" plates.
6. You can compress the factory shock and weld it, so it won't extend and weld the bumper to the factory bumper plate.
7. Cars with factory bumper shock/bracket on outside of the frame, these must be bolted in factory location. The first 6" can be welded.
8. Front and rear bumper must have 9 wire or chain in two locations through sheet metal(core support or hood) to hold them on. It may go to the frame but must go through an existing hole or a factory bolt. DO NOT weld the chain, chain can be no larger than 3/8" and 12" long, or no more that 3 strands of 9 wire.
9. Front and rear bumpers can be no higher than 22" from the ground to the bottom of the bumper, Rear bumper can not be lower than 15" from the ground to the bottom of the bumper.

ENGINES TRANSMISSIONS REARENDS AND DRIVESHAFTS-

1. Motor swaps allowed. Factory style mounts or HD mounts allowed. Motor mounts may be bolted or welded to the cross member only. One engine chain per side may be used max length 18" or 18" closed loops no bigger than 3/8" chain, bolted to existing factory hole , or wrapped around cross member only. Motors chains must go to the engine crossmember, straight down, and only one link can be welded to the crossmember. Lower engine cradle allowed with a front plate, NO MID PLATE,NO HALO,NO DISTRIBUTOR PROTECTOR. Pulley protectors will be allowed.

2. You may weld the factory engine and transmission mount, Do not try to reinforce the frame or body in any way or you will cut it. No excessive motor or transmission mounts, If deemed excessive you will cut.
3. No full cradles, no transmission braces.
4. For V8s factory trans mount and cross-member or a 2"x2"x1/4" square stock crossmember. This must be straight, not curved in any way. A piece of 2"x2"x1/4" angle iron 6" long can be welded to the frame to attach the square stock to. Crossmember can only attach 2 spots total. 2"x2" square must be welded to the angle; the 2x2 square can not run the length of the car.
5. Transmission can only be attached to the crossmember, it CAN NOT be attached to the cage anyway.
6. Aftermarket shifters, gas pedals, ignitions switches, transmission coolers, electric fans, and throttle linkages are allowed. DO NOT use full plates under the floor to attach anything to the frame, do not strengthen the car in any way with them.
7. Two batteries are allowed, batteries must be securely mounted to the passenger side floorboard or cage and covered with a rubber mat. DO NOT use zip screws to attach the battery box, and do not strengthen the car with the battery box.
8. Water only in the cooling system, Antifreeze must be drained out prior to arrival at the track. Any cooling system must be wired or bolted NO welding. Water boxes may be used.
9. Water box is limited to 28"x31" and must be bolted in with no more than (4) $\frac{3}{8}$ " bolts and 1 $\frac{1}{4}$ " washers, Rad guard may be used, up to $\frac{1}{8}$ " thick and can be 1" bigger than the radiator opening, outside of the core support and bolts with (4) $\frac{3}{8}$ " bolts or (4) 1" welds CAN NOT BOLT AND WELD ONE OR THE OTHER.
10. Aftermarket header protectors are allowed but must only attach to the headers, if attached to anything else it will be cut.
11. Any rear allowed, you may weld perches or mounts to make it fit. Pinion brake allowed, Slider allowed. 98 up Ford, Lincoln, mercury may use watts kit, but control arms must be stock style or 2"x2"x1/4" tubing open on both end. Trailing arms can be modified for length with 2in overlap.

FRONT AND REAR SUSPENSION-

1. Front and rear shocks and struts must be stock appearing.
2. Struts can be welded for height with a bead around the shaft, you can use the strut spacers on top of the struts.
3. Suspension may be raised by using torsion adjustments, spring spacers, or you may use a 2"x4"x1/4" strap to hold down the a-arm only(1 strap on the front side and 1 strap on the back side of the a-arm), Or a chain no larger than $\frac{3}{8}$ " max 2 links welded to frame nor further than 4" past control arm. Rear suspension may

be clamped, or stuffed with rags. Shocks and springs must be from cars only. Struts, a-arms must appear stock.

4. Tie rods must appear stock, may be replaced with aftermarket tie rods with OEM style ends no heims. Tie rods sleeves may be reinforced with no more than $\frac{1}{2}$ " rebar or sleeved with a pipe not to exceed $\frac{3}{4}$ ". Tie rod ends and ball joints must remain oem. No welding of any suspension components to body or frame(except a-arm rule above) No plating or added metal will be allowed to strengthen springs, struts, spindles ETC.
5. V8s rear suspension, you may chain rear suspension for height. No larger than $\frac{3}{8}$ " chain. You may run a homemade pipe rear shock, they must bolt in factory location, and not be used to reinforce the car in anyway, may swap out air bags for coil spring, leaf spring cars no more than 7 leafs per side, factory stagger and 4 spring clamps per side.
6. No suspension conversions besides swapping out air bag suspension for coil springs.

Do not weld, the only welding allowed is what is stated in the rules.

If you have any questions, call, text, or message through facebook. Please no messages after 9PM and remember we all work full time and have other things going on in life as well, Give us some time to get back to you.

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Tab 2

