

GENERAL PREP:

- Any American made sedan or wagon-NO IMPERIALS or imperial sub frames. No 2003 or newer cars or frames
- All glass, chrome molding, hood latches, gas tanks, and rear seats, all decking in station wagons must be removed before cars arrive at the fairgrounds
- All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc.
- Front seats must be securely bolted to the floor, however, these bolts may NOT go thru the frame! You must have a functioning seat belt.
- All flammable materials must be removed from the car other than safety padding and the driver's seat.
- No sedan or wedge cars are allowed, before or after heats.
- Radiators must stay in original location. May be strapped or wired in.
- You may run electric fan.
- Batteries must be moved to the passenger's side floor board. NO more than 2 batteries.
- Factory condensers only. They may be wired in, not welded.
- Transmission coolers or oil coolers are allowed.
- Floor mounted gas and brake pedal allowed but must be bolted to sheet metal only.
- Pedals, coolers, gas tanks and battery boxes cannot strengthen the car in any way.
- Motor swaps and rear end swaps allowed.

BODY:

- No doubling of body panels-No body seam welding.
- Body creasing is allowed-NO folding of seams
- Driver door may be welded solid-All other doors must be welded 6" on and 6" off, max 3" wide.
- Sunroofs have to be covered, no exceptions. Any type of fan has to be covered.
- Stock type hood must be used. No welding of inner skeleton to outer shell of hood. Hoods must be open for inspection. Hoods may be secured up to a total of 6 places with one of the following methods, A) #9 wire-max 3 strands per location. B) 3" by 3" x 1/4 angle NO longer than 6" with 3/8th bolts. C) using a 4" x 6" bracket welded to inside of fender under the hood in (4) locations with 1" all thread welded or bolted to bracket and (2) at the fire wall. The 2 at the fire wall may be attached by AA) coming off the front of firewall with the same bracket, BB) welding the all thread directly to the top of the firewall or CC) by blowing a hole through the top of firewall and bolting all thread through it. (All thread in core support may be used as (2) extra hold downs)
- Two (2) window bars allowed in front windshield-NOT to touch anything to strengthen car-may be bolted or welded.
- Rear window bar allowed (1) one only- not to touch roll bar and not any further back than speaker deck and trunk seam. No brace from GTP to rear window bar.
- If welding front and rear window bars, you may only weld 3" of each bar to roof and 3" to firewall or trunklid.
- Trunk may be welded up to (10) 6" straps. None of them to touch- No wider than 3" strapping. Hole must be cut in trunk big enough to see inside.
- May tuck the trunk lid in a 90 degree but cannot weld or bolt to trunk pan. Still need a hole in trunk lid to see behind lid.
- Rear quarter panels must remain standing up. DO NOT FOLD OVER TRUNK LID.
- Speaker deck may be removed but trunk lid may only be welded to package tray with (2) 6" straps with AT LEAST 6" separating them.
- Tail gates:
 - 1) non-roll down style- may be welded solid
 - 2) 71-76 gm wagons- If dropped AT LEAST 50% down may weld solid. If standing any higher than 50% weld 6" on 6" off. No welding tail gate to bumper.

- May cut & roll fenders for tire clearance but no welding them back to fender. May bolt fenders and quarters with (4) four 3/8 max in size per wheel well.
- Sedans may run (2) strands of #9 wire from roof around tops of rear doors, rear side windows on 2 doors, to frame in 4 spots total, 2 per side. Wire must go through the roof only and may NOT tie into roll bar, roof sign or rear window bar in any way. Wagons may run same amount of wire from top of rear side windows to one of two locations, either to the frame or tops of quarter panels, not both. May weld washers to top of roof for wire to go through.
- Doghouses and core supports may be interchanged but cannot move core supports from original location
- May weld core supports to the fender at the very top where its meets. May also weld a washer or 3" wide plate just long enough for all thread to go through. No other welding to core support unless it's for radiator mounting purposes
- Only rust that can be patched are the interior floorboards where seat, battery box, fuel tanks and feet are located. No patching around body mounts.
- No welding of interior body seams.
- May run wire from core support to bumper in (4) locations 2 strands per location

BUMPERS:

- Any year factory bumpers which can be welded are allowed. DEC replacement bumper is allowed but may not be modified. No homemade. Seams maybe welded on bumpers. Front and rear holes on bumper may be covered up by welding metal over them to keep bumper from twisting. May be cut off and capped up and welded. Must have 1" hole in caps and hole covers to ensure bumpers from being loaded. **MUST BE DONE BEFORE ARRIVAL.**
- Bumper swaps are allowed.
- Homemade bumper shocks allowed. NO longer than 12", 3"x3" max OD. Shocks may be collapsed and welded.
- NO rear brackets on front.
- FOR OLD AND NEW MODELS BOTH--If front bumper is hard-nosed no bracket can be used but 3"x3"x12" homemade shock or a 3"x12"x1/4" plate may be welded along frame, must butt up to bumper.
- Bumper brackets and shocks may be welded to frame. Bumpers may be welded to shocks.
- Cars/wagons with large "BOP" hole on inside of frame horn may do ONE of the following. If mounting bumper with brackets on shocks on side of frame, leave bracket in stock location and weld hole up with a 1/8" plate just large enough to cover hole OR may shorten frame & wrap bracket around curve in frame and weld to frame but leave hole untouched. **MAY NOT SHORTEN FRAME PAST FACTORY CORE SUPPORT MOUNT!** If using a chevy shock tower, shock must be in original location within shock tower and allowed to weld up hole. If hardnosing, see above rule.
- You may modify a back bumper maximum 1/4" thick of 2"x5" tubing. Must be welded to factory shocks. Back bumper cannot be loaded and ends cannot be capped.
- When hardnosing----**DO NOT SHORTEN FRAME PAST FACTORY LOCATION OF CORE SUPPORT BOLT.**
- No welding bumpers to the body's.

FRAMES:

- Frames may be dimpled or notched but do not weld back together. No creasing of frames. May beat the humps in but nothing excessive to create a creasing effect.
- NO frame seam welding. NO frame shaping. NO shortening or stubbing of rear frames. NO moving or homemade eye for core support bolts
- May pitch Fords by cutting straps at crush boxes and welding back with one single pass weld. NO

bending at cross member. JUST STRAPS ONLY.

-NO HUMP PLATES!

-No adding of gussets if not equipped

-No patch plates allowed on anything. On pre-ran cars if frame is broken weld crack only with one pass. NO PLATES.

- Do NOT paint or undercoat your frame or you will not even be inspected and loaded. We want to see all welds bare, DO NOT PAINT!

SUSPENSION & STEERING:

-Steering columns may be replaced with aftermarket columns with added ujoints

-Front A-Arms can be welded with 2" wide by 4" long strap. 1 in the front of the A-Arm and 1 in the back of the A-Arm. Must be straight up and down. No exceptions. Do not wrap the A-Arm at all. No welding of lower a-arm.

-OEM A-arms must be used in factory location. No homemade or aftermarket A-arms allowed.

-May interchange upper and lower a-arms but must be a direct fit. No fabricating them to make them work.

-No welding sway bar or moving from factory location to another location on the frame. May remove if desired.

-No homemade/braced/aftermarket ball joints or spindles

-Aftermarket or reinforced tie rods are allowed but OEM stock tie rod ends must be used.

-Rocker arms, hyster blocks, and springs kicked over is allowed. May tack weld springs after kicked over to hold in place-rear springs may be stretched also and tacked or wired in place.

-Max bumper height is 21" min bumper height is 16" from bottom of bumper to ground. The bottom of the frame rail should be 13" to the ground. THIS WILL BE STRICKLY ENFORCED. DO NOT TRY TO OVER DO IT!!

-No all thread for shocks.

-You may chain rearend to frame in one of the follow ways on each side A) weld 1 chain link to hump, drop chain straight down and wrap around axle tube then bolt together directly above axle tube. B) wrap chain or wire over top of hump and under axle tube then bolt together. If using this method no welding allowed. 3/8" max on size of chain. Do not weld chain links together to create a bar effect.

-Control arms may be lengthened or shortened to change pinion angle. You may weld 1/4" thick flat stock to side of arms in order to achieve desired length. Weld only up to 4" per side of each arm to the flat stock. No loading or stuffing of control arms.

LEAF SPRINGS:

-8 leaf maximum, 5/16" max thickness, 2 1/2" wide maximum.

-Stagger - 3" long side (rear of axle), 2" short side (front of axle).

-5 clamps per spring, 2 in front of the axle, 3 behind the axle.

-Clamp material 1/4" thick, 2" wide, 2 - 3/8" bolts per clamp.

-U-bolts - 1/2" maximum

-No homemade mounting plates or oversized U-bolts will be allowed.

-No welding on the spring pack

-No flat sprung cars, must go under rear-end-leaf pack must have a minimum of 2" of arch.

-No duct taping of springs prior to inspection

-Leaf springs must be mounted in original locations

-Original hangers and shackles must be used in vehicle's factory location. NO WELDING! DO NOT MOVE OR FABRICATE THEM!!

WATTS LINK CONVERSIONS:

-Brackets for upper control arms must be bolt in only. No welding them to the package tray and no replacing package tray.

-Brackets for lower control arms may be welded to frame. They may be homemade or from a pre-98 ford. Homemade brackets may be no larger than stock bracket. FACTORY lower control arm bracket may not be altered or welded in any way---leave as is or take completely off.

CAGE:

-Four (4) bar cage inside car only-Not inside doors. It's to be no bigger than 4x6 inches and can be welded to car but not excessively. Front bar to be 5" from firewall and 5" from transmission tunnel. Side bars may not go back more than 10" from post. Rear cross bar to no farther than 4" from seat to go straight across to other side No down legs to floor board or to frame. No kickers from front bar to front frame at all-NO KICKERS OF ANY KIND.

-A roll Bar that can be bolted or welded to the roof is allowed must be straight up-not slanted toward rear of car. May weld roll bar to cage only, must be within 2" of rear cross bar.

-Gas tanks must be relocated to center of rear seat area, securely fastened and covered. Any visible leaking fuel will result in automatic disqualification

-A floating gas tank protector maybe ran-NO wider than 24" and must be 2" from speaker deck. Do not beat sheet metal back. No down legs or kickers from gas tank protector at all

BODY BOLTS:

-Front (2) two body bolts may be changed with all thread up to 1" in size. All thread may go through bottom of frame. Washer on bottom side of frame to be no bigger than 4"x4" and cannot be welded.-Front spacer may not be longer than 6"x3" in diameter and must be between frame hole/eye and core support. Spacer may be welded to frame only.

-New model fords must leave factory eye in factory location. The eye can be rewelded to the frame. You may weld a 1/4" thick plate on top of eye that can extend to frame seem and no father. It can only be as wide as the eye itself.

-Rest of body bushings must remain in car with metal insert in bushing-may change bolts up to 9/16 bolts 8" long. Bolts must remain inside frame with washer no larger than 3"x3"x1/4". Washers on top of body pans no larger than 4"x4"x1/4". No welding of washers to frame or body. No adding extra body bolts.

DRIVETRAIN:

-Engine cradles, pully protectors, distributor protectors and transmission braces are allowed. NO chains on engine cradle. IF distributor protector is ran fire wall must be cut out and not to touch the back or top of protector before or after derby. If protector crosses the plane of the firewall and firewall collapses onto side of protector, you're ok. If back of protector contacts firewall and acts like a brace it may result in disqualification. So be wise on how you configure your set up. It is a protector not a brace.

-No connecting cradles to any portion of the frame other than the lower motor mounts.

-Transmission brace cannot strengthen car at all and may not attached in any way to cross member. If using a brace, must have (3) 12" relief cuts in trans tunnel. If using a floor shifter and you have to cut out at least 12" for shifter rod that will act as (1) relief cut.

-OEM Tran cross member or 2"x2" OD 1/4" max replacement. Must be mounted with at least a 1/4 space from all trans protector components.

-Cross member may not exceed factory curves(less than 6 inch bow)

-You may weld or bolt a 3"x 3" inch angle iron to inside frame, **5 inches** max to facilitate the mounting of cross member

-5 to 10 lug rear ends allowed. Rear end braces allowed-Not to touch frame or brace car in any way.

-Slip shafts allowed.

-Pinion brakes allowed.

-Any size wheel and tire. Wheel centers and guards allowed. There is to be no metal extend past the bead area/wheel lip. **PERIOD!**

PRE-FEATURE/PRE-CONSOLATION CAR PREPARATION:

- You may use unlimited wire for consi or feature.
- Leaf spring cars may NOT replace leaf springs prior to either the consi or the feature.
- You may wire them or tape leaf springs, but may not replace them.
- No replacing of sheet metal components prior to the consi or the feature.
- After the heats, consi cars will be re inspected.

COMPETITION RULES:

- Drivers must remain in the vehicle with helmet, seatbelt and eye protection on until notified by an official that it is safe to exit the vehicle.
- Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rules.
- No hot rodding in the pits. Keep it at an idle.
- Any open door will be cause disqualification, you are allowed one fire, and then second fire will be cause for disqualification. You may return in later rounds.
- Sandbagging is not tolerated and will be strictly enforced. Locking up the brakes prior to a hit for anything other than a driver's door will be a cause for disqualification. The fans pay to see a show, put one on for them!
- You must make AGGRESSIVE HIT every 60 seconds.
- This is not a team event, team driving will not be tolerated.
- THERE IS NO ALCOHOL IN THE PITS.** This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
- All cars are subject to a post race inspection before any prize money is awarded.
- You must be a driver to protest, the fee is \$100 and you must have cash in hand. This protest must take place immediately at the conclusion of the feature event. The protesting driver must have competed in the same class as the driver he is protesting.
- All cars to be in inspection line 1 hour prior to starting time. There will be a \$50 late fee if you don't meet the deadline
- Any questions, **CALL FIRST.** Don't assume anything. The Officials decision is final.
- STEPHEN VINCENT 270-246-1213