

## **Semi-Stock Big Cars Rules:**

(Old iron and 80's up cars ok in this class. No Imperials, suicides, hearse, or limos.)

DO NOT READ ANYTHING INTO THESE RULES, JUST READ THE RULES!! If it doesn't say you can, YOU CAN'T!

Or you will be loaded, your choice! NO black cars, dark cars must have contrasting letter/numbers. DO NOT paint anywhere on suspension or frame, we will not even inspect your car. - Remove all glass mirrors and plastic. Remove all decking in wagons

- All Drivers must pick up trophies, earnings at the completion of the event, or forfeit them. They will not be available after that date.

COMPETITION RULES: - Drivers must remain in the vehicle with helmet, seat belt, eye protection and steering wheel 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. If you use the door defense repeatedly you will be disqualified.

- 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. - You will be given ample time for restarts. We do not use the clock exclusively. We try to work with you if you are hung up. Hitters get more time than sandbaggers. - This is not a team event; team driving will not be tolerated.

- Any questions, CALL FIRST. Don't assume anything. The Officials decision is final.

"Pre Ran Cars will be allowed 2 - 4" x 4" -1/4" plates per rail for repairs"

## Body

- No sedagons, ZERO crease enhancement, ZERO sheet metal or frame shaping, forming or folding. - Deck and Hood must be 100% in stock location and open for inspection. After inspection you may tuck trunk to the floor with one single 90\* bend.

- Wagons ONLY if you remove your tail gate may have 6 places of wire 2 strands max must be behind axle sheet metal to sheet metal only roof to floor.

- Anything can be removed, NOTHING can be added. - All cars competing must have a hood on at all times to run.

- Fasten hoods in 6 places

-trunks and gates on wagons may be welded 6 on 6 off max.

You may also use angle no longer than 2" long and a single 1/2" bolt to hold hoods shut.

-Door seams on rear doors may be welded 6 on 6 off and front doors may be welded solid

-Radiator guards are ok but 1/8" thick maximum

-BODYMOUNTS:

-You may have upto a 6" core support spacer (it may not be welded if metal)

- If you choose to change your core support mounts with 2 of your threaded rods, you get 3 plates 1/4x 5"x 5" max, 7- 5/8 nuts ,7 -3"OD max 1/8 thick washers per threaded rod CORE SUPPORT ONLY. If core support bolts are changed, this will count for 2 of your 6 mounts.

-Body mounts and spacers to remain stock and in place. DO NOT EVEN TOUCH THEM! Exception, You may change a total of 6 body bolts out, with 5/8"x 30" long threaded rod max with 3 nuts, 3- 5/8 store bought washers and 3-5"x5" 1/4" thick plates per rod. Must be straight vertical rod only, no bends or angle pieces. Must have 1 inch rubber or metal spacer no larger than stock body pucks and all bottom nuts must be inside frame. If they are broken or rusted out, a single piece #9 wire may be

substituted. ZERO welding allowed to mount this rod. Rusted out body bolts may be removed and replaced with a single strand of #9 wire.

- No attaching body bolts to any part of the cage/roll over bar.

- #9 wire or chain required in front windshield.

#### FRAMES:

- Pre Ran Cars will be allowed 2-4x4 plates per rail for repairs

- You may dimple your rear frame rails only to achieve the frame to roll

- ABSOLUTELY NO HUMP PLATES

- NO welding, bolting, wiring or adding any material/substance to strengthen frames. -At Inspectors discretion frames will be drilled, wire wheeled or wiped down. – Absolutely not painting or spraying any material on frames or welds. Cars will not be inspected.

- No cold bending frames at all!! All frames will be checked with a straight edge.

#### SUSPENSION and STEERING:

- You may weld 2 straps per upper A-Arm 2"x2" to maintain ride height.

- You may change coil springs to a stiffer oem passenger car spring.

- You may use store bought spring spacers (no homemade spacers or spacers on top of the springs)

- You may use a single strand #9 wire to hold coil spring to rear end. Leaf spring cars may use 4 single strands #9 wire as leaf clamps per spring stack.

- All suspension and steering must remain stock ( unless a modification is stated ).

- Aftermarket steering columns and shafts are allowed. These components may not strength car in anyway at anytime.

- Tie rods maybe reinforced in only 1 of the following 2 ways; 1) sleeve maybe discarded and pipe/solid rod tapped can be put in it's place. 2) Factory sleeve and ends maybe welded and reinforced with steel. Tie rod ends must be factory ends and fit the spindle and drag link without reaming the holes larger. A store bought washer maybe placed over the steam of the tie rod and welded.

- Upper A arms maybe interchanged as long as there able to be bolted on. You may cut/ trim to make fit but no welding on brackets etc. A arm must bolt on factory brackets of frame, no drilling new holes or enlarging existing holes. Example: 80-91 box ford a arms being installed on a 98-02. Cut the mounting bar out and trim the edges of a arms to get height.

-Rear control arms may be changed but must be a oem arm. You may shorten but max 2" overlap.

- 98 up watt links conversion will be allowed only in the following way!! Upper trailing arm brackets must be bolted in. They must be 2 separate brackets, may not be larger than 6"x 12"x 3/8" thick max. 4- 5/8 bolts, nuts and 8 washers per bracket. Brackets may only be bolted to tow package and bolts may not stick thru body. Brackets may not strength frame or body. NO WELDING AT ALL OF UPPER BRACKETS.

-98 up watt links LOWER BRACKET Conversion. Only 1 way will be allowed to mount lower trailing arm bracket. 1 piece of square tube 3"x 3"x 3/8"x 3" long max per side of frame maybe used. Cut the square tube to make a C channel. It must be welded to the inboard of the frame at the point you want your trailing arm mounted. Drill your hole thru the tube and only 1 thickness of the frame. Bolt your arm into place. No other bolts will be allowed to mount this bracket. No factory mounting brackets will be allowed to mount the trailing arms.

#### DRIVETRAIN:

- ANY drive train & transmission (manual transmissions allowed, Steel Bellhousings and tails are ok as long as tunnel is split down the middle. no trans brace, no mid plates, OEM transmission case only )

-you may run a basic front plate and lower engine cradle with pulley protector, but it must be

mounted to the car with oem style mounts.

-no engine chains, unless approved with pictures

Rear axle

- Any factory 5 lug axle may be used (8 lug rears are ok as well)

- Rear end brace will be allowed.

- No axle savers.

-Pinion brake is ok

- All money winners will have to load on trailer, and pull axles before payout, we will check inside of tubes at this time.

- You may run 3/8 chain around rear end back to the frame with only each end of the chain welded back to the frame for ride height control. Any extra chain links or weld on the frame will cause you to run working suspension.

DRIVERS COMPARTMENT :

- 4 point square cage only, (1) down tube in the center of each front door welded to sheet metal only nothing to the frame. max 60 inch cage over all measurement. 6 inch max, Must be mounted horizontally and 6 inches off floor. Gussets only in interior of 4 point cage.

- Gas tank mount may be welded to back bar, but bar and fuel cell/tank must be 4 inches from rear sheet metal. See below for mounting fuel tank/ cell to floor.

- Halo bar allowed is allowed, 2-1/2 bolts with 1/2 washers to attach to roof. The halo bar may only be attached to the back seat bar or sidebars, not to floor.

- Drivers door must be padded.

- Gas tank and batteries must be moved and secured. Tank behind the seat, Battery centered in the passenger front floor.

- Nothing may be mounted in a way that strengthens the car.

- Trans coolers allowed. Must be mounted inside 4 point cage area. Or on cage must be tight to cage if mounted on back bar.

#### Bumpers:

- You may hardnose front and rear bumpers if desired, but no shortening rear frame. Follow rules below if using a shock.

- You may weld on any DI approved bumper or aftermarket as long as point is no larger than Chrysler pointy. Bumper brackets (in factory location) maybe weld continuously to frame 4 inches from the back of bumper only. In addition you may put 4 one inch welds on back side of bumper bracket or to weld shock inside frame(example Crown Vics). Rear bumper can be hardnosed as well but only welded on flush do not shorten rear frame rails at all

You may shorten 80 and newer fords up to an inch in front of the core support mount you may also be hard nosed.

Call with special cars to mount bumper legally. Rear brackets on rear and front brackets on front. - Or

you may chain, 2 piece of chain per side BOLTED from the mount to mount to hold on the bumper.

- Bumper height must be 16" to 22" measured to the bottom of the frame at the back and front body mount location.

-Bumper may not exceed 9"x9". - BUMPERS are interchangeable for all cars. -IF you start with a stock/replacement bumper you are allowed to re-enforce inside of bumper

- Bumper must appear stock from the stands with no spike or protruding items.

-If your bumper will not fit in a factory skin, it is too big.

- You may weld the outer chrome skin to the bumper inner frame - Bumpers may be cut to keep them out of the tires/ no sharp ends. - Bumpers may be flipped (upside down).

TIRES & BRAKES: - No tires taller than 30". 4 wheels max per car. No dual tires. - No split rims, studded tires or 100% solid wheels, you may use aftermarket center with various bolt patterns, solid centers are fine. Welds must be approved by judges on rear tires. Stay off the area of the rim the tube touches, except to weld your center into the rim.

- Valve stem protectors allowed, Valve stem protectors may not extend more than 6 inches from valve stem. Not allowed to be a rim protector. -Inner bead locks must not extend past stock tire bead area, not to exceed 2 inches wide. 1 inch outer lip ring allowed on outside bead.

- Doubled or foam filled tires allowed. - All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.

- You may not change tires after inspection, ride height will be measured with your competition tires only.

Simple rules, simple build, keep it that way. Again do not get "creative" or read into these rules, let's get back to the basics. If it is not clearly described above, it is not allowed. If it doesn't say you can you cant.

## **Gut and Go Big Car Rules: (100%stock class)**

Most any passenger vehicle car manufactured 1980 or newer allowed.

No limos, hearses, vans, trucks, or SUVs. RWD or FWD cars allowed. No AWD or 4WD cars allowed.

Remove ALL glass, molding, bumper covers, interior, etc. Please completely strip car and un-needed items.

Battery and gas tank must be relocated inside the car. Both must be safely secured with no movement of any kind. Stock tank is allowed, but must be safely relocated and covered.

CARS MUST REMAIN STOCK! No engine swap, trans swap, or differential swap allowed (Ford-Ford, Chevy-Chevy, Mopar-Mopar, etc.). Fuel system must remain stock from factory. No carb swap (Carb-Carb, Fuel Injection-Fuel Injection, etc.).

Headers are allowed!

Factory Rearend ONLY. Rear end gears may be welded to make posi. Any stock OEM style bumper manufactured 1970 or newer allowed. No extreme point, no seam welding, no stuffing, etc. STOCK. No homemade bumpers allowed. You may hardnose front bumper by removing shocks and butt welding it to frame can only shorten front rail no more than 1 inch to give a flat surface to weld to. Bumper may be welded to factory mount or to front of frame if shock removed.

No slider drive shafts allowed.

4-point cage ONLY. You are allowed 2 down tubes per side, but they cannot connect to the frame. Your roll bar cannot go below the back seat bar; if it does it will be counted as one of the down tubes.

Stock steering column ONLY. No after market.

Stock pedals and shifters ONLY. No after market.

No frame tilting, notching, or dimpling allowed. STOCK. No welding of any type on frame. No plates. No body creasing, welding, or bolting of any type.

Trunk deck must remain in stock location. Hood, and trunk must be wired or chained shut. Hoods may be fastened down in a max of 5 places with #9 wire or chain. Front doors may be welded shut for driver and rider safety but rear doors on a 4 door must be held shut with wire or chain only.

. Any style rubber tire allowed.

Stock suspension ONLY. No spacers, welding, blocks, etc. STOCK. This is a strictly STOCK and FUN class! Simple rules, simple build, so keep it that way. Do not get "creative" or read into these rules, let's get back to the basics. If it is not clearly described above, it is not allowed. If it doesn't say you can, YOU CAN'T f the radiator. Trunk may be wired or chained in a max of 5 places.

Pre ran cars will get 2-4x4 plates per side of car to be used as needed

!! All officials' decisions are final.



## **Bone Stock Mini Rules:**

110" wheelbase or less. FWD and RWD are allowed, but NO FRAMERS

NO CARB SWAPS or Built Wiring Harnesses

Bumpers must remain 100% stock OEM that came with car and unaltered, NO EXCEPTIONS. No welding or reinforcing. (NO STUFFING UNIBODIES, WE WILL BE SCOPING THEM). You can have 2 strands of #9 wire per side from bumper to core support to keep bumper from falling off.

Driver door can be welded solid. Passenger door can ONLY be welded if you will have a passenger riding with you. This is not to strengthen the car in any way; it is for driver safety ONLY.

Hood and trunk must be held shut with chain or #9 wire only. Both will be enforced.

You can have a maximum of 4-point cage that does not extend more than 12" behind seat. You can have fuel tank protector but it can only be wide enough to protect fuel cell. (NOT DOOR TO DOOR). You can also have a halo bar.

All cars MUST have some sort of window bar or strap to keep the hood from coming into the car.

IF YOU HAVE A RIDER IT IS MANDATORY YOU HAVE A 4 POINT CAGE!!! NO EXCEPTIONS

Fuel tank must be removed and a metal boat tank or homemade metal tank

mounted in rear seat area. Factory tanks can be relocated in rear seat area as long as it doesn't go from door to door. Battery (maximum of 2) needs to be mounted in passenger floorboard.

Suspension needs to remain stock other than you can weld strut shaft to make

car sit higher.

ABSOLUTELY NO BUILT STRUTS.

If you plan to have a passenger, the passenger side door needs to have some kind of padding along the inside of the cage.

PRE-RAN CARS WILL BE ALLOWED 2- 4X4 PATCH PLATES PER RAIL.

If you have a question regarding the rules please contact Josh Baker

618-697- 0743.

THIS IS YOU MINI GUYS YEAR TO SHINE WE HAVE PUT THE MONEY WERE THE CAR COUNT IS MAKE IT COUNT.THIS CLASS WILL RUN FULL DERBY WITH HEATS, CONSI, AND FEATURE SO NO GRIPING COME PREPARED WITH TIRES ETC...