

Limited Weld V8/Compacts/Vans

Driver may use #9 wire in 4 locations, driver can choose where and how to use #9 wire, but only 3 strands at each location. #9 wire locations have to be 3 inches apart from one another. No washer or tabs may be welded to frame for 9 wire to go through. Rear frame of car has to be at least 15 inches high, measured in 6" from the end of rear frame. Rear bumpers must be mounted to car as a 90-degree angle and can not have a slope or ramp.

General:

1. These rules are only for FULL SIZE, COMPACT, AND VAN classes. IF ANY VEHICLE IS A 4X4 OR AWD, ONE DRIVE AXLE MUST BE DISABLED. No jeeps, trucks, vans, blazers, suburban, utility vehicles, flower cars, limousines, or carry-all's allowed in Full Size or Compact classes.
2. FULL SIZE CLASS: Any year foreign or domestic mass-produced 2 or 4 door sedan or station wagon is permitted. No Chrysler Imperials or Imperial frames 1973 or older. No open roof sedans.
3. COMPACT CLASS: Any year foreign or domestic mass-produced 2 or 4 door compact sedan or station wagon that is an originally equipped car with a 4- or 6-cylinder engine, front or rear wheel drive, under 109" is permitted. Any 4- or 6-cylinder car over 109" must be a front wheel drive "k" member car. Any questions, please call to clarify.
4. VANS: Mini Trucks/Vans/SUV.
5. All cars must have an identifying number displayed on each side or with a roof sign (recommended). The numbers must be large enough to be seen from announcer's booth.
6. STOCK MEANS STOCK! These vehicles are to be considered stock unless specifically mentioned in these rules. No altering, swapping, welding, or manipulating parts unless specifically mentioned.
7. Drivers must hit a live vehicle every 60 seconds.
8. Drivers are required to wear a DOT approved helmet and safety glasses/goggles or face shield. Vehicle must have a functional seat belt. Drivers must also wear full length pants and footwear that completely covers feet (no shorts and sandals for example).
9. Safety is our first priority while on the grounds. There will be no tolerance of any unsafe acts. Conduct of a driver or crew member can disqualify the driver and car from the event.
10. All decisions of the judges are final.

Stripping/Prepping:

1. ALL unnecessary glass, plastic, chrome moldings, mirrors, emblems, and flammable materials must be removed. No broken windows in doors.
2. The car must be clean and free of loose debris in the drivers compartment and the trunk.
3. All airbags must be completely removed. Drain air conditioners and associated rubber hoses must be cut or removed prior to arrival at the track. All trailer/towing hitches must be removed.
4. Coolant systems must be drained and flushed prior to arrival at the track. No antifreeze allowed. Water only.

Cages & Driver Protection:

1. Cage and Safety bars are not mandatory but are recommended.
2. Cage bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. All components of cage must be at least 5" from center of the firewall AND floor at any point including transmission and driveshaft tunnels. The rear bar may not be any further back than where the kick panel meets the bench seat. Front bar may not contour the body. It must run straight across. All cage bars may be no bigger than 5"x5" except the side bars. Side bars may be c-channel up to 6". Side bars cannot go past the firewall or past the center of the rear doors. If side bars are not used, mounting places not exceeding 1/4" x6"x12" may be used on the ends of the seat bar and dash bar. All bars MUST be inside the drivers compartment except if a roof/halo bar is used. Roof bar must come off of your rear seat bar or door bars (max. 5"x5" bars or 6" c-channel). Roof bar MUST go straight across and straight up and down. Roof bar may be bolted or welded with 1-inch welds in 3 places to the roof only. Non-door post cars may weld 1 post to each side of the car, centered on the door seams, 3"x 1/2" max, with no more than 4" extending down the door or onto the roof.
3. Two windshield bars or chains may be attached from the roof to the cowl area on the front windshield area only to protect the driver. Maximum size is 3" wide by 1/4" thick bar or 3/8" chain. May not extend more than 4" on roof and cowl. This may not be used as a strengthener or to keep a car from bending. No rear window bars allowed.
4. Pickups must run some type of a metal screen behind the driver in the rear window area on all regular cab trucks, to ensure that the driver cannot place his/her arm or hand between cab and box.

Fuel Tanks & Batteries:

1. ORIGINAL FUEL TANKS MUST BE REMOVED COMPLETELY if located behind rear axle. Compact cars and minivans may leave and use the original gas tank if the tank is ahead of the rear axle. Any unused tanks must be completely removed.
2. Metal fuel cells or approved marine style metal tanks are required when mounted inside of car. No gas cans or plastic tanks. Maximum capacity of fuel tank permitted is 10 gallons. Any type of liquid fuel may be used. Any fuel leaks will disqualify car from participating. Please use secure leak proof fittings and good hose clamps and make sure they are tight.
3. Tanks must be located behind the front seat and must be securely fastened with chains, bolts, ratchet straps or all 3. ZIP SCREWS ARE NOT ACCEPTABLE. Trucks may mount fuel tank in front portion of box. If you choose to use a frame for the purpose of mounting your gas tank, it may either be mounted to the rear seat bar OR bolted to the floor sheet metal (no combinations, only exceptions are in junk run class which can do both). All fuel tank frames/mounts may be no wider than 28" and may extend to rear vertical sheet metal but must not be attached. Unless you are running with a slider drive shaft then it must have a 4" gap. All parts of a cage mounted fuel tank frame/mount must be at least 5" above the floor underneath the fuel tank frame/mount. Additionally, fuel tank mounts may not be used as a technical advantage on a vehicle.
4. If you run a slider drive shaft, the gas tank protector must have a 4" gap between the protector and rear sheet metal.
5. All fuel tanks must be covered with a rubber mat, a metal cover, or both.
6. You may run an electric fuel pump, but it must have a kill switch that is clearly marked.
7. Two batteries per vehicle are allowed. Batteries must be mounted securely to the passenger side floorboard and covered with a rubber mat. We recommend metal battery box to be bolted or welded to the floor no chains. Do not use zip screws or rubber straps. No mounting batteries inside passenger seat.

Brakes & Steering:

1. A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during the event will be disqualified.
2. Steering may be altered from the steering box to the steering wheel.
3. Steering gear box adapter plates allowed.
4. Tie rod sleeves may be strengthened or piped, but factory OEM working ends must be used.

Tires & Rims:

1. Any rubber re, any ply ra ng allowed.
2. All wheel weights must be removed, including on inside of wheels.
3. Valve stem guards, variable lug centers, full weld in rim centers allowed.
4. NO bead locks, NO steel res, NO split rims

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 cannot be altered including the metal cone inside of rubber mount. If you choose to replace OEM body mounts, the OEM mounts may only be substituted with an actual 1" rubber hockey puck (no homemade plastic or metal spacers allowed). All mounting locations must maintain factory height. NO trimming or adding to mounts. 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 floor. Body mount bolts may be replaced with up to 1/2" diameter bolts max. If your make and model vehicle came with bigger than 1/2" diameter body or sub frame bolts from factory (example Chrysler, Dodge, etc.) you cannot upgrade to a bigger bolt size. a washer, no larger than 1/4" x 3" x 3", may be placed on the top (inside car where bolt sticks through floor) and bottom of body mount hole inside of frame rail. No welding washers to vehicle body or frame. Core support must stay in factory location. Core support mounts may run up through hoods, but rubber spacing is still required. Do not add or relocate body mounts, all mounts must remain in their OEM factory position. K-member and sub frame mounts will be considered body mounts. Maximum size of k-member or sub frame bolts permitted is the OEM size for that vehicle. Compact cars with sub frame/k-members, trucks may replace OEM mounts with 1" rubber hockey pucks as well. Please call if you have any questions regarding the body mount rules.
2. Notching and pre-bending will be allowed. Do not weld notches back together. Body line "enhancing" or creasing is allowed. No wedging and lower of trunk area. Trunk lids may be cut and bent to tuck. V-tucking will be allowed,
3. Tail light panel and rear quarter panels must remain vertical. No sedagoning of station wagons prior to start of derby or for feature event. Wheel well openings may be cut and rolled up and bolted with 6 - 3/8 bolts and washers per wheel well.
4. 80's and newer/metric GM Full Size cars ONLY may weld 3/8" thick by 18" long hump plates to the outside of the frame ONLY. They must be centered on and contoured to the

frame with no more than ½” sticking above or below frame. *** THIS RULE APPLIES ONLY TO THE FULL SIZE CLASS.

5. 80's and newer/metric Ford Full Size cars ONLY (i.e., Crown Vic, Marquis, Lincoln, etc.) may “hot” tilt but MUST maintain a 6” max core support spacer. Core support body mounts may be replaced with a maximum of 6” spacer using rubber hockey pucks or no larger than 2”x2”x¼” round or square tube. If using square or round tube it can NOT be welded to the frame and/or core support. Maximum space between the top of the frame and the bottom of the core support must NOT exceed 6” regardless of the core support mounting location. Tilting may ONLY be done at the factory crush box by cutting the crush box flap and 2 factory crush box seams, the flap and factory seams may be welded back together with a single pass of weld (max. ¼” wide) and you may NOT use an additional metal. *** THIS RULE APPLIES TO THE FULLSIZE CLASS.

6. Front frames may be shortened to the front edge of core support mounting hole. Do not relocate or alter core support mounting hole in any way.

7. No shortening of rear frame rails. No boxing in or re-forming of C channel or Ys in frames. Openings must remain OEM size and unaltered. Rear frame rails may be chained from side to side (one chain 3/8" link max.). Chain may be bolted OR welded to inside frame rail (3/8" diameter bolt max.). Bolt cannot in any way act as a frame pin. If using welding on ONE link may be welded to inside frame rail one each side. Chain links cannot be welded together to create a bar effect.

8. Do not paint or undercoat frames inside or out. Do not grind or buff frames. No frame shaping/manipulating on in front of rear humps. No frame seam welding allowed. If you rip or tear the rear hump frame seam while shaping them you will not be allowed to re-weld them back together.

9. Any frame/unibody/rocker panel/body panel/bumper/etc. may be drilled to scope inside if deemed necessary for inspection purposes.

10. All rear decking panels must be removed from station wagons.

11. Patching and rust repair to body and/or frame will be allowed only if cleared in advance by head official, and may require pictures before and after any repairs.

12. Any frame stubbing or replacement must use EXACT same frame parts from same year or interchange year. No switching from model to model, design changes between years, or manufactures. Example NO swapping 98-02 with a 03 and newer, or Caddy to Chry/Pontiac/Olds/Buick!

Hoods, Trunks, Doors & Gates:

1. Hood must have at least a 10" x 10" hole near the center for fire personnel access. Hood/trunk cutout bolts may be used (max 12 per hood/trunk, no larger than 3/8" bolts and washers). If you are using a engine driven plastic fan or clutch type fan hood must cover fan and extend 6" past fan blades. No solid metal fan blades allowed. Hood may be secured in 6 spots with chain (3/8" diameter link thickness max.), wire, or bolted (max. size 3/4"). Angle iron 2" x 2" may be bolted or welded to hood and trunk lid for bolting purposes. Two of the 6 hood bolts may run down through core support mount holes; no extra metal may be added to core support or frame to accommodate these bolts. All hoods must open on stock hinges or be removed completely for inspection regardless of cut out size. Factory hood latches must be removed.

2. Each door and trunk lid/tailgate may be secured in a total of 6 places of your choice on each panel by chain (3/8" diameter thickness link max.), wire, banding, or welding 5" on 5" off on doors, trunk lids, and wagon gates. Driver's door may be welded solid for safety purposes (3" x 3" x 1/4" straps max.). No inside body seam welding allowed. If trunk lid cannot be fully opened for inspection, a 8" x 8" inspection hole must be cut in trunk lid. Trucks may weld vertical seams (3" wide x 1/4" thick strap max.) between cab and box.

3. All body seams must be visible for inspection whether it is pre-ran vehicle or a fresh vehicle that is pre-bent.

4. 9 wire is allowed in 4 spots. Drivers may choose how and where to put it. Only 3 strands at each location.

Bumpers, Brackets & Shocks:

1. Any OEM Car bumper is permitted. Bumpers may be loaded. You may plate over all holes in bumper front and back with 1/8" plate max 1" overlap past hole. You may weld bumper seams.

2. Front and Rear brackets and shocks must be used in a stock manor. Front bumper brackets may be welded or bolted up to 6" from the front of the front frame rail, and 6" from the rear of the rear frame rail. Any part of the bracket that is welded or bolted past 6 inches of frame rail end will have to be completely removed. If a bracket or shock is slid back or swapped from different make, no new mounting holes can be made on frame or bracket. Swapped brackets can be no longer than 11". Bracket or shock bolts cannot act as a frame pin. You may weld bumpers solid to shocks, brackets, and frame. We do not want bumpers falling off. You may hard nose bumper to frame, however if you choose to do so no bumper shocks will be allowed inside frame. If no brackets or shocks are used when hard nosing bumper then a 5" x 5" x 1/2" max plate may be welded to end of front frame to square off

ends for bumper mounting purposes. You may also attach bumper with 1 (4" X 6" X ¼" plate) per frame rail.

3. Bumpers, brackets, shocks, and plates cannot attach to K-Frames. K-Frames must be separated from frame rail by rubber mount.

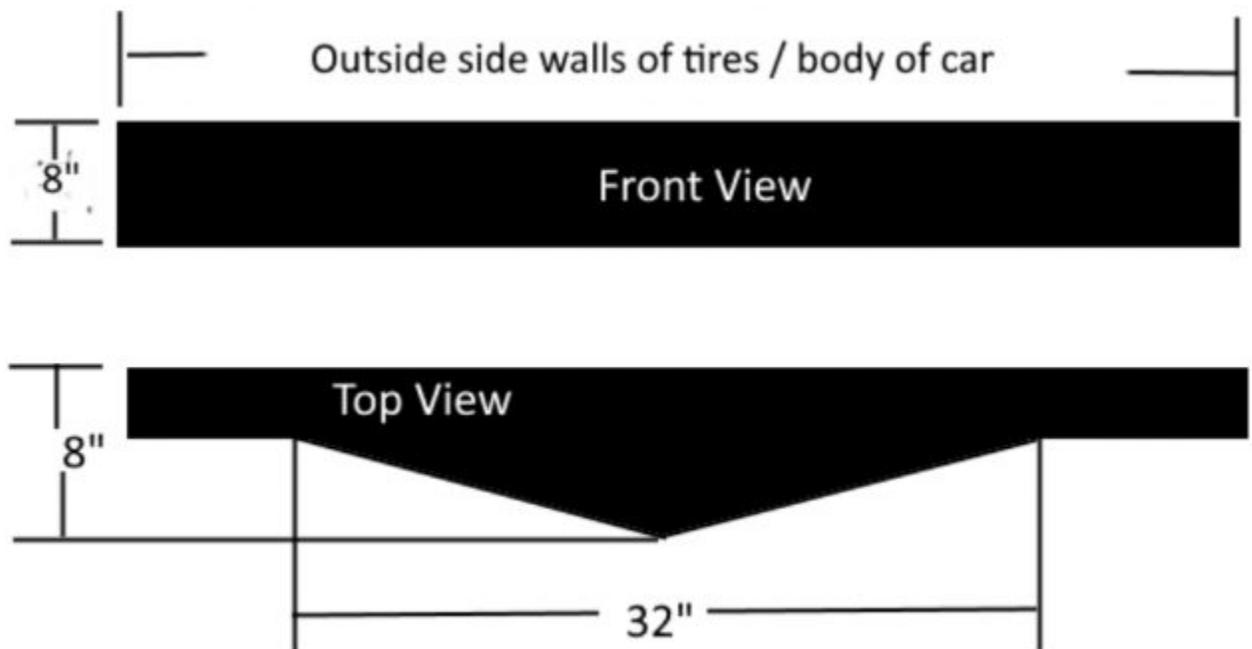
4. Bumpers may be chained (3/8" max) or wired to car body in four places. If chain or wire pass through hood or trunk, they will be counted as e down spots. No welding bumpers to bodies.

5. Any factory non bumper shock equipped vehicles may add 2 unaltered OEM style bumper shocks to mount bumper if you choose not to use OEM brackets. Shocks must be attached to the outsides of frame rails only nothing can be mounted between core support and frame.

Follow guidelines of rule #2.

6. Max bumper height 20 inches to bottom of bumper

7. SMW, Dowd, and homemade bumpers allowed. 8"x8" dimensions maximum. Point allowed but must spread over 32"



Engines, Transmissions & Drive Shafts:

1. Engine & transmission swapping between manufacturers is allowed. Do not strengthen frames or cross members with mounts. Motor mounts may be bolted or welded to engine cross member only. Compacts must use factory motor mount to core support and cannot be reinforced. One engine chain per side may be used, chain must run straight down to engine cross member. Chains cannot be attached to vehicle frame rails in any way or form.
2. For full size only A factory transmission crossmember may be altered in center for transmission mounting purposes. Transmission cross member swapping between manufacturers is allowed. If not using a factory transmission Crossmember a 2 X 2 square tube with (3 X 3 X ¼" tab) welded to frame may be used. Must run side to side perpendicular to frame. If factory transmission cross member tab is not used, it must be removed. Cross members may be bolted or welded in place. If the car is equipped with a floating crossmember and you use a different crossmember, the free floating crossmember mounts and/or legs MUST be 5" from the crossmember that you use UNLESS it's mounted to ONLY the free floating crossmember and NOT to the outside frame rail.
3. Any car with a factory aluminum cradle and rack & pinion steering can NOT swap cradles and factory rack & pinion steering must be used. If lower engine cradle is used it MUST be mounted to the aluminum cradle ONLY. 03 & up Fords can use a SMW or similar bolt in only engine mounting system
4. Aftermarket shifters, gas pedals, brake pedal, slider drive shafts, transmission coolers, electric fans, plastic racing style fan, simple lower engine block cradles with pulley protectors (sway bar must be removed), transmission steel tail housing, pinion brakes ARE allowed.
5. Distributor protectors, transmission braces, steel or ultra bell housings, full engine cradles, mid plates, front engine plates, halos behind carb. are NOT allowed.
6. Sway bar must be completely removed if running a engine pulley protector. Pulley protector cannot be attached to any part of vehicle body or frame must be free floating.
7. Water only in coolant system. Please drain antifreeze prior to arrival at the track. No solid water tanks or barrels allowed. Aftermarket aluminum radiators are allowed. All cooling fans must be covered by hood. No external radiator guards/protectors. A piece of expanded metal or screen may be used between radiator and cooling fan under hood.
8. Exhaust may exit under the car or straight up through the hood. Some type of air cleaner must be used. No open carbs will be allowed.

9. Compact 4- & 6-cylinder fuel injected cars that have been converted to carburetor may run a halo type carb protector for safety purposes. Halo cannot be any wider than the intake of engine and must be attached to engine only. No part of halo can be attached to vehicle body (no kicker bars, etc. off halo).

10. All holes in firewall must be covered with tin, heavy rubber, or a fire-resistant material.

Suspension & Rear End:

1. Cars may use any factory 5, 6, or 8 lug rear end. Trucks may use any truck or car rear end 8 lug or less. Aftermarket axle shafts, pinion brake and axle savers are permitted. Rear end braces are allowed, but cannot strengthen the vehicle in anyway, anything deemed excessive inspection will be asked to be removed or you won't run.

2. Front suspension may be raised or locked by using torsion adjustments, spring spacers, changing of coil springs, or a metal rod (1" diameter max.) from the top of lower control arm to BOTTOM of vehicle's frame OR 2 (3 X 3 X ¼" tabs max) may be welded from each side of upper control arm straight down to spring pocket or frame on each side of vehicle. One on the front side and one on the rear side. Tab cannot extend past the control arm mounting bracket. If rod option is used, rod may not overlap side of frame. No combinations of rod and tab allowed. Front control arms and spindles may be interchanged between manufacturers provided no extra metal or welding needed to add them to vehicle. Ball joints must be OEM or equivalent. No front suspension conversions will be allowed on 03 and newer Ford's EXCEPT you may swap spindles and ball joints only from another car. All other components (steering and suspension) must remain 03 and newer OEM stock.

3. Rear suspension may be locked. One loop of chain (3/8" diameter link max.) per side in rear is allowed. Chain must extend straight up and down from rear end housing to package tray area or you may weld ONE chain link (3/8" max link diameter no link longer than 1 1/2) to the inside of rear hump and go straight down and loop around rear end housing one chain loop per side. Chains cannot go around body or frame. Factory leafed vehicles must have factory spring packs with correct step downs (minimum 2" step). You may add 4 additional clamps per spring pack. Clamp material may not exceed 2" x 5" x 3/8" with 2 3/8" bolts per clamp.

4. Shocks may be clamped or stuffed with rags. Homemade shocks allowed. Rear shocks may be sleeved with pipe but pipe may not be welded to frame of vehicle no bigger than 2"x2".

5. Watts Style suspension car's may be converted to Catskill fabrication, or ZTR brackets but you must use OEM trailing arms for that make of car (example Ford to Ford, Chevy to Chevy etc.). No homemade, ZTR style or Catskill fab trailing arms. Upper trailing arm

bracket mounting plates cannot be any larger than 6" x 6" and must be bolted to the original package tray area. Lower trailing arm bracket cannot be any larger than 4" x 4" and must be mounted at least 4" away from any portion of rear package tray. Lower bracket may be welded to frame by two 2" long welds, or by bolting them with two 1/2" diameter bolts. Bolts cannot go through both sides of frame and act as a frame pin. No bolt weld combinations.

6. Trailing arms may be altered for pinion angle, and replace with 2-inch by 2-inch tubing.

BONE STOCK COMPACT

- 1.. Any mass produced 4 or 6 cylinder compact car or station wagon
2. Must have visible number
3. All glass, chrome, and flammable materials removed. Airbags must be removed.
4. Must have working brakes or you will be DQ.
5. Car must remain stock including bumpers. TRUE BONE STOCK!!
6. Must have hole in the hood. Hood, doors, and trunk must be chained down.
7. Fuel tank may be moved to back seat
8. Battery may be moved to passenger floorboard
9. DOT tires only
10. Cage is allowed only for safety purposes. NO STRENGTHING THE CAR!

Payouts

Limited Weld V8:

1st- \$1200

2nd- \$500

3rd- \$300

Limited Weld Compact:

1st: \$1200

2nd- \$500

3rd- \$300

Vans:

1st- \$800

2nd- \$500

3rd- \$300

Bone Stock Compact:

1st- \$800

2nd- \$500

3rd- \$300

MAD DOGS TO EACH CLASS- \$500