

Minnesota Throwdown

80's Light Build

If it doesn't say you can do it, don't assume that you can.

ASK first or don't do it!

- **ALL JUDGES DECISIONS ARE FINAL.**
- **Only 50% of your car can be painted black! NO ALL BLACK CARS!!!!**
- **5 major infraction limit you go over you get loaded!!!! Here is your warning.**
- **2 – 4"x4" 1/4 Patch Plates on Fresh Car for rust repair or your choice of placement. You cannot use as a kicker to a driveline component.**
****Unlimited 9 wire AFTER all heats.**
- **No spark plug wire protectors.**
- **You MUST make an aggressive hit EVERY 60 seconds.**

5} major infraction limit: you go over you get loaded!!!! Here is your warning.

Used cars call Mike for repairs



GENERAL CAR PREP

1. ANY 80 & newer Metric Passenger car or station wagon only. No trucks, jeeps, Hearses, Limousines, sub or full frame Imperials.
2. Sedagons are NOT allowed.
3. All glass, side windows, rear windows, headlights and taillights, must be removed before reaching the track. Rolling down windows is not permitted.
4. Rear seat of sedan must be removed- top and bottom. On station wagons all seats and decking must be removed. Station wagons must be emptied to the floorboards.
5. Cars must have a seatbelt and working brakes. MANDATORY!
6. Battery may be moved but must be securely fastened and covered in passenger compartment.
7. TWO BATTERIES ARE ALLOWED.

DRIVERS SAFETY

1. Front Windshield Bars are MANDATORY no bigger than 2"x1/4" thick. Attachment points 6" max. Top & bottom must start at the edge of the window opening with no more than two bars vertically. May have a connecting cross bar.
2. Drivers door can be welded 24" per vertical seam.

GAS TANKS AND FUEL PUMPS

1. Stock gas tank MUST be removed from original position and mounted in the rear seat area and secured.
2. All tanks must be steel or aluminum and have a secure cap. A marine tank or fuel cell is strongly recommended. All lines and fitting must be leak proof and meet approval of the track officials.
3. Electric fuel pumps are allowed. Must be covered with nonflammable material.
4. All lines must be ran inside the car, not along the frame underneath.
5. **Gas tank protectors** 36" wide max. No higher than 4" above the tank. 4" off the floor if mounted to the cage. MUST BE A 4" GAP BETWEEN GAS TANK MOUNT and or GAS TANK AND PACKAGE TRAY.
6. Gas tank mount may have a halo behind the tank no higher than 4" above the tank vertically.

RADIATOR AND CORE SUPPORT

1. Radiator must be in stock position.
2. Any automotive type radiator can be used. Aluminum Radiators are LEGAL.
3. No homemade radiators allowed.
4. No reserve tanks and no added cooling capacity.
5. One electric fan mounted to the radiator may be used.
6. DO NOT MOVE CORE SUPPORT.
7. Factory condenser or 1/8 expanded metal only may be bolted in with (6) - 3/8 bolts.
8. Core support spacer MAY be welded 3x3 max O.D.tube.
9. Core support (5/8 threaded rod max)
10. You may shorten the bottom of ur core support . No added metal.
11. (2) 6"x3" x 1/8 flat strap with 4 pieces of 3/8 threaded rod to hold radiator in. Bolted or welded to the core support.

BODY

1. Must have stock body mounts. (Do not even touch them!)
2. Core support (5/8" threaded rod max.)
3. No body seams may be welded. No metal may be added or creased.
4. No doubling of body panels allowed. No added metal allowed.

5. Doors may be chained or wired. If welded- 12" total per seam **3"x1/8" flat strap**; only VERTICAL seams; and must run with door seam. Nothing on top or bottom seams.
6. If you use wire or chain, you get (6) places per vertical seam. It counts as 2" per place.

HOODS

MUST BE OPEN AT INSPECTION!

1. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. If the hood is removed, either the fan or fan belt must be removed.
2. Hoods may be secured by 2 pieces of all thread outboard the radiator. **Cannot** be sleeved.
Meaning spacer/square tube stops at bottom side of core support
May fold hood openings to help hold the hood together.
3. 2 pieces – 5/8" threaded rod. 3x3 max od washers.
4. (4) LOCATIONS of #9 wire, 5/16 chain or angle 2x2x2 inches long weld to top of the hood and fender with a 1/2 bolt per location. (only if your hood is aluminum you can weld the angle to the fender under the hood and bolt through your hood.)
5. You are allowed (2) locations of #9 wire from bumper to core support.

TRUNK

1. You can have (8) places of #9 wire to sheet metal only OR (8) 3/8 bolts and washers through the rain channel.
2. You may weld washers 2 1/2 O.D. Max to the sheet metal only for your #9. **Do Not weld washers over seam on the trunk lid or weld the washers for your 3/8 bolts.**
3. (2) locations of 5/8 threaded rod welded to the side of the frame 4" on each side- (1) 3x3 washer OD & (1) nut per threaded rod.
4. (2) of your places of #9 may go to frame or bumper.
5. You may have a single 90 degree bend any way in your trunk lid.
4. **Trunk lid must be open. Will not inspect car without them open.**
5. **NO** creasing of the quarter or fenders. Meaning do not pinch the metal together.
6. You may only dish/beat in the quarters. **Outside layer only.**

SAFETY CAGES

1. All cars must have a safety cage and roll over bar.
2. A 4-point cage is required. **Your cage will and must have a dash bar that must**
3. **be 4" from the firewall.**
4. Your cage must have a bar behind the driver's seat.
5. You **must have** (2) side bars 1 per side and they **cannot** be longer than 60".
4" away from the wheel tub.
6. Roll over bar **cannot** be more than 8" behind the top of the head rest. **Roll over bar cannot attach to frame.** Weld or Bolt it to sheet metal only.

7. A 6" x 6" plate may be used in aiding it to be attached to **floor sheet metal**. Roll over bar can be bolted to the roof.
8. No more than 6" attachment point off of the rollover bar max.
9. The cage can be welded to sheet metal only.
10. (4) down posts two (2) per side. Roll over bar counts as 2 if ran to the floor.
11. Cage can be made from nothing bigger than 4" pipe, 4" square tubing, or 2"x 6" box tube MAX.
12. All down tubes must be at or behind the dash bar, straight up and down and above the side rail. Welded to sheet metal only. Must be a min of 4" away from the wheel tub.
13. Gas tank protectors 36" wide max. No higher than 4" above the tank. 4" off the floor if mounted to the cage. MUST BE A 4" GAP BETWEEN GAS TANK MOUNT and or GAS TANK AND PACKAGE TRAY.
14. Gas tank mount may have a halo behind the tank no higher than 4" above the tank vertically.
15. You may have a door plate from cage to floor/rocker sheet metal on the driver side only. Inside door seam to inside door seam.

FRAMES/SUSPENSION

1. Spring spacers are allowed but nothing metal allowed above top of spring, may kick or change coil springs. Must be factory passenger car springs only.
2. Tie rods must be oem with factory ends. May weld the factory sleeves. No visible added metal.
3. Factory spindle swaps are ok- Ford to Chevy, etc..
4. You may use replacement ball joints with new stock ones. **No** Aftermarket. **No** welding.
5. You may change A-arms from new style to old style A-arms. Must bolt on- **No** welding. You can weld ur A- arms down with ur patch plates only.
6. **NO all-thread shocks.**
7. 03+ you may extend the bottom of ur strut for ride height. Bolt on only.
8. **No** welding, plating, or reinforcing of the frame or suspension.
9. All factory frame holes must be left open.
10. **Any reinforcing of frame found will result in disqualification. NO fixing allowed... YOU WILL BE LOADED!**
11. Sub frame cars cannot be tied together. If you want to run a full frame car, buy a full frame car, don't build one.
12. CORE SUPPORT AND CORE SUPPORT MOUNT MUST REMAIN IN FACTORY LOCATION. **You may shorten front frame up to an inch to square the frame to mount your bumper.**
13. You may shorten the front frame rails on **Lincoln or Mercury** up to 1/2" in front of the weld on the side of the of the core support mount.
14. Aftermarket steering columns are ok.
15. Rear frame rails may not be shortened.
16. You may use 3/8 chain or wire from your axle to the frame hump. **ONE PLACE PER SIDE. NO WELDING.**
17. **NO** frame shaping. May only dimple rear rails to aid in getting the rails to role/bend top only.

BUMPERS

1. Bumpers may be loaded. Everything inside factory envelope of the bumper. Holes may be plated over or filled in. OR call to get your bumper approved.
2. No Aftermarket/manufactured pointy bumpers, No Amish pointy bumpers ,No sharp points .
3. Bumpers may be hardnose. with the factory shock in the frame
4. You may use 3" x ¼ flat strap to help hold bumper on no more than 6" back on the frame.
5. No shorting frames more than an inch to square up, unless specified.
****NO WELDING or Bolting Further than 6" FROM BACK OF BUMPERS FRONT OR REAR****
If you have questions about this, please call! (317-832-2220)
****This is to aid in keeping bumpers off the track.****
 1. bumper must stop at the end of the frame rails
6. Bumpers can be no higher than 22" from the ground to the bottom of the bumper OR lower than 16" from the ground to the bottom of the bumper.

ENGINE AND TRANSMISSION

1. Any engine or transmission may be used in any car, must be mounted within 6" of the original engine. Engine cannot protrude into the passenger compartment before the race.
2. Lower engine cradle with front plate and pulley protector only ½" max.
3. Cradle can not go past the center of the engine on the sides. No higher than the valve covers.
4. OEM engine and transmission mounts ONLY.
5. You may fill in or space your engine mounts up off the frame but plate/ spacer must be not exceed a 6"x6" area on the engine cradle only. Factory cradle seams must be visible.
6. Transmission oil coolers and engine oil coolers are permitted. They must be secure, contained, and covered inside the car for the driver's protection. May not reinforce car.
7. Factory aluminum engine cradles in 2003 and newer cars may NOT be changed. No homemade cradles. Gray area cradles allowed only if you do not run an engine cradle on ur engine.
8. 03+ you may fabricate a 6"x6" mounting pad to attach ur stock mounts to must stay within a 6x6 area on the aluminum only. you may bolt through the alum.
9. **HOMEMADE** gas pedals and shifters are allowed but may **not** reinforce the car in anyway.
10. OEM crossmember OR 2"x2" a straight piece of square tube not solid.
11. **May weld a piece of 3"x3"x6" angle to frame to aid in attaching crossmember only abuse this and you will cut.**
12. No aftermarket bellhousings or tailshafts.

REAR END

1. Any rear end allowed. If your rear end has a brace it must be 5" away from the frame.
2. Slider drive shaft is permitted.
3. You may have (5) places per side of #9 wire for leaf spring clamps (2) wraps per place.
4. Any oem factory trailing arms only to mount rear end no welding .
5. No watts conversions.
6. You may use 3/8 chain or wire from your axle around the frame / hump. **ONE PLACE PER SIDE. NO WELDING.**

TIRES

1. Any Tires and wheel combo must have a tire- cannot run just a rim. With exception of **NO** split rims or studded tires. No bead locks on the outside or fully plated wheels on the outside.
2. Bead protectors allowed no bigger than the rim. **No wider than 2"**.
3. Full wheel centers are fine, But must have a stock face of a wheel in front of it.

Everybody needs to read and re-read these rules.

If you are found to be over built for these rules, you will be given 2 options:

- A. CUT OR REMOVE ILLEGAL PARTS.**
- B. LOAD ON TRAILER AND GO HOME.**

Either way you will NOT RECEIVE A REFUND.

RULE BOOK 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 OF 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.

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