

“WRECK IN PEC”

June 25/26th 2021 Winnebago County Fairgrounds, Pecatonica, IL

- 80&Newer Team \$400 Entry (28 TEAM LIMIT) \$10,000-\$5,000-\$2,500-\$500-\$250
- Built Compact Team \$300 Entry (28 TEAM LIMIT) \$5,000-\$2,500-\$1,000-\$500-\$250
- Bonestock \$250 Entry (Heats) \$7,500-\$3,000-\$1,000-\$500-\$250
- Weld Class \$175 Entry \$4,000-\$2,500-\$1,250-\$500-\$250
- Bonestock Compact \$75 Entry \$2,000-\$1,000-\$500-\$125-\$75
- Minivans \$75 Entry \$1,000-\$500-\$250-\$125-\$75
- Old Man (50 & Older) \$125 Entry \$3,000-\$1,500-\$750-\$250-\$100
- Bonestock Compact Youth (12-16 Years old) \$50 Entry \$300-\$200-\$100-\$50-\$50
- Power Wheels

ALL CLASSES ARE PRE-ENTER...REGISTRATION FORM IS ATTACHED. SEND PAYMENT THROUGH PAYPAL TO mbmpromotions1@gmail.com and email your registration form to mbmpromotions1@gmail.com

Inspection opens Thursday at 3pm until dark. Friday inspection opens at 8am with show starting at 5pm. Saturday inspection opens at 8am with show starting at 2pm.

Power wheels will start the show both days 15 minutes before start time

Pit Pass \$30 Day/\$50 Weekend

Grandstand: \$15 Day/\$25 Weekend - Kids under 10, \$10 Day/\$15 Weekend

YOU WILL NOT GET A REFUND IF YOU DON'T FOLLOW THE RULES!

GENERAL RULES

No sandbagging will be tolerated. If your car is still running, you are expected to compete. Every hit can't be a love tap. Fans pay to see a good show, give them something to cheer for. If it's not in the rules, don't do it! If you have questions, call! You will only get 2 times through inspection. No exceptions!!

NO PAINTING, UNDERCOATING, OILING, OR GREASING OF FRAMES OR SUSPENSION. YOU WILL NOT BE INSPECTED. THIS INCLUDES PAINTING OF THE FRAME FLAT BLACK.

No hitting in drivers door, but not using the drivers door as a shield. Intentional drivers door hits will result in immediate disqualification. If you use your drivers door as a shield, we will not enforce a disqualification. If you use your door as a shield repeatedly, you will be disqualified. Judge's discretion is final.

Keep it at an idle while driving in the pits.

You are allowed 1 fire per heat. Two fires will result in disqualification. If in the future, 2 fires is a disqualification.

You will have 60 seconds to make an aggressive hit.

Any questions or discrepancies will be addressed at the drivers meeting.

You must have a roof sign with your car number on it.

All persons must sign an entry form, insurance waiver, release form, pay entry fees, and purchase a pit pass before entering the pit area.

They will be serving alcohol on site so please no carry-ins. Please be responsible. Drivers should wait until after the show to celebrate. Being disorderly or belligerent will not be tolerated, and those parties that are, will be asked to leave with no refund.

Drivers under 18 must have a parent or guardian sign a release form.

All drivers must wear approved helmets, eye protection either safety glasses or visor on helmet, long pants, and shirt. Drivers must also wear working seatbelts. This will be enforced or you will not run.

Drivers must remain in the vehicle with helmet, seatbelt, and eye protection until notified by an official that it is safe to exit the vehicle.

WELD CLASS

1. Aftermarket shifter, pedals, transcooler, oil cooler are allowed.
2. 2 automotive batteries are allowed.

HOODS/FRONT CLIPS

1. 8 hood bolts up to 1" threaded rod with 5x5 plates.
2. Must have a 12" square hole cut out in case of fire in hood.
3. Any holes in the hood may be bolted back together with 3/8 bolts or less. Washer 1.25 diameter no more than 12 bolts are allowed, to pinch hood sheet metal back together.
4. May have up to 1" rod from the hood to the frame on the front body bolt. Must go through the front body mount frame hole.
5. Front core support can't be moved from its factory location. It must stay bolted to the fenders the same way it came from the factory.

BUMPERS

1. Bumpers are interchangeable. Any automotive or homemade bumper may be used, but no more than 1 set of bumper brackets may be used. Bumper brackets must be one of the following methods:

1. the factory bumper bracket that came on the frame that you are running must remain on the same end of the frame they came in factory and must be in factory location. You can weld bumper bracket to the frame (single pass only) you can weld bumper brackets and shock to the bumper. You can weld shocks to shock bracket. You can collapse shocks and you can bolt the shock to the tower with 5/8 bolt or less and must be done vertically. No brackets are allowed to extend further back than the very front part of the top of the a-arm bracket. All brackets must touch the front a-arm bracket factory weld. All brackets must touch the bumper and can't be cut apart to lengthen.

2. Instead of using bumper brackets you are allowed to use 1 5" wide by 3/8" thick plate extending from your bumper down either side, top, or bottom of the frame. Choose only one. Can't wrap a corner with it and can't extended any further back then the very front most part of your top front a-arm bracket factory weld. You are allowed to wrap the strap around the frame 5" to create an L shape. This way is giving you enough material to weld your bumper to the strap.

FRAME

1. You may shorten the front frame rails only. You may cut the frame off flush with the front of the body mount in place. If you remove the body mount completely or relocate it, you will not run.

2. No frame shaping of any kind is allowed.

HUMP PLATES

1. Hump plates can be 30" long ¼" thick, must be centered in the hump. The hump plate must be on the outside of the frame only. The plate may not be welded to the side of the frame where the package tray is located. The plate must remain flat.

FRONT SUSPENSION

1. Any aftermarket tie-rods and ball joints are allowed. No homemade ball joints are permitted.

2. No ball joint protectors permitted. If using a screw in ball joint the collar can only be ½" diameter.

3. Hydro steering is allowed.

4. Any aftermarket spindle is allowed. Must be 5 lug. (Examples Joker spindles, Ski Inc spindles, Wicked spindles, and Adam Williams spindles are allowed)

REAREND

1. Use rear end of choice but must be no more than 10 lugs.

2. Back braces are ok. Braces may not exceed more than 5" on the outer 10" of a stock size axle tube. 13", all the measurement will be off the center of axle tube.

3. Rear control arms can be reinforced or aftermarket. They must have a bushing and a sleeve as factory. They must attach in stock configuration for the suspension set up you are using.

4. Watts conversion is allowed. All brackets must be only large enough to hold a stock size control arm and no gussets.

5. Control arms must be mounted in factory location and not shortened/moved to reinforce the car. No thicker than ¼" material. You are not allowed to replace or swap the package tray on any car.

ENGINE/TRANSMISSION

1. You can plate your engine cross member top side only up to 3/8" flat steel.

2. Use engine of choice.

3. Distributor protectors are allowed. It must be attached to engine and transmission only. Back side must be no wider than 12". It may not be welded, bolted, or connected to the body, hood, or frame. Forward supports must be inside normally position headers and not to be past the water pump.

4. Fan shrouds are allowed; the outside diameter can be no more than 22" wide and 4" from the front side of the water pump flange.

5. Transmission braces and skid plates may run from the back of the heads or DP to the back of the transmission. If these bars or plates catch the sheet metal excessively, you will be required to cut relief into the transmission tunnel. Your transmission brace can only be 12" where it meets the transmission crossmember measured from the tail shaft 6" each direction. Transmission brace may be no more than 2" off of the transmission housing.

6. You are allowed to build a 90 degree angle where it meets the transmission crossmember, and it may be tied down with a 3/8" chain or (2) 5/8" bolts with a 1.5 washer welded to the crossmember for a 4" total.

BODY SHAPING

1. You may only shape the body on the exterior of the car. No creasing on the inside of the trunk or the interior of the car.

RUST REPAIR

1. You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out, weld 2" behind the rust. If your frame is rusted through, call to discuss fixing options.

UNLIMITED #9 WIRE

RADIATORS

1. When mounting the radiator, you must NOT reinforce the core support in any way.

2. No radiator guards are allowed.

3. RADIATORS MUST BE MOUNTED IN CORE SUPPORT IN FACTORY LOCATION.

4. You may have 1 of the following in front of the radiator:

*1/8" expanded metal, can't exceed past the front body mount bolt. May be attached with (6) 3/8" bolts or (4) 1" welds.

*OR any air conditioning condenser bolted using the same (6) 3/8" bolts or wired in.

BODY BOLTS

1. Bolts can be replaced with up to 1" rod. Can be replaced with steel spacers. Bolts may extend through the body, and have up to a 5x5x1/4" square or 6x1/4" round washer on top. Do not weld washer to body or frame. Bolts must be inside frame as factory and may not exceed 6" long.

2. Radiator support mounts can be removed, and you can suck the radiator support down solid.

3. Absolutely no body mounts can be moved or added, do not shorten the front of your car past the body mount hole as your car will not run. The front frame must not be shortened to far that the 1" rod must pass through the factory stamp hole.

DOORS

1. Doors may be welded solid. No larger than 3"x1/8" strap, must follow the door seam exterior only.

2. You are allowed to plate the outside of both front doors.

GAS TANK PROTECTOR

1. Gas tank protectors are allowed tubing or protector must be 6" or smaller. The protector must be no wider than 32" wide, must be at least 4" off the floor, and must be in the center of the car. Protector may be tight into package tray and sheet metal, can't be attached to it any other way.

2. Wagon gas tank protectors can go to the front side of the rear end tunnel. Nothing on the top side of the tunnel.

TRUNKS

Trunk lid must be from the make of the car and must be a trunk lid (no hoods). You can fold trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges. You may remove the speaker deck. Truck lids must have at least (2) 6" holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes, inspection hole may have 4 may have 4 (3/8" or less bolts and 1.25" diameter washers bolting the two layers back together. If these holes are strategically placed so that we can't see what we want to see to inspect the inside of the trunk you will be asked to cut more or bigger holes. Trunk seams can only be welded 5" on 5" off with 3" wide 1/8" thick strapping Your trunk lid may be V'd in the center, but must remain at least 10" off the trunk floor, the 10" will be measured from the top of the frame rails no the

square tire hole. If you fold the trunk lid in half to the trunk floor you can only use a total of 15" (3) 3"x5" plates of weld to attached it to the floor. Rear quarters may not be laid over to make a trunk seam. Rain channels WILL BE DRILLED DURING INSPECTION.

(2) 1" all thread may go from the trunk lid to the frame or trunk pan and must be straight up and down (if it goes to the frame it must pass through a factory body mount hole). If it passes through a body mount hold you must have a 1" spacer between the body and frame. The all thread must be in vertical position. If you chose not to go through the body mount hole you may weld the all thread to the frame in a place of your choosing but must be welded vertically with 4" touching the frame on one side of frame no further forward then the base of the hump. Trunk lids may be chained, wired, or welded. Chryslers may weld all thread outside of frame, but the all thread must be vertical and go up through the deck lid, or they can go through the frame if they so choose. Short trunk GM cars-if you run all thread through the front body mount, they must be slightly bent to make sure they go through the trunk lid.

GM wagons must remove all rear decking and seat components.

Mopar's Chrysler k-member cars can remove the rubber spacers between the frame and k-member and bolt them up tight. Bolts may be replaced with up to 3/4" in diameter.

2003 FORD CARS - CRADLE&SUSPENSION

You are allowed to use the Johnson Bolt in Cradle system as a conversion to a steal cradle or an identical bolt in system with no modification or you are also allowed to weld in a factory Ford cradle. If you weld in a Ford cradle, 1980-2002 Crown Vic cradle only, you are only allowed to butt weld a cradle in between the factory frame rails with no added metal. The cradle must be mounted between the factory frame bolt holes used to bolt in the factory aluminum cradle. You are allowed to weld on factory Ford mounts only and the uppers must be mounted between the factory frame holes.

NO PLATING ALUMINUM CRADLE, ONLY WELDED IN STEEL CRADLE, OR BOLT IN CRADLE!

You are not allowed to plate the crossmember in a 2003 frame. You can only weld your motor mounting plates to the cross member which are no larger than 6"x6"x3/8".

WELDING-No frame welding seam welding on the boxes or frame rails.

TILTING-You are allowed to tilt the frame in one location and only one direction.

SPRING POCKET-You are allowed to build a spring pocket and weld to the outside side of the frame, ball joint side. This spring pocket can only be one layer thick and made of 1/4" material. It cannot be any bigger than 6" in diameter. Spring pocket must be flat on top and only give the a-arm a spot to rest not reinforce the a-arm. If judges feel that you have overbuilt the spring pocket you will be required to change it. Must remain 1" from engine cradle.

STEERING-You are allowed to drill up to 3 holes on the drivers side frame rail to mount the steering box. These bolt holes may be sleeved but sleeve may not be any bigger than 5/8" OD round tube. The bolts must run through the side of the frame and mount just like they did factory. You are allowed to drill to bolts on the passenger side frame rail for the idler arm mount, but these bolts must only bolt to the inner rail, no sleeves on the passenger side and no mounting plate. All steering must be set-up like it was in the 1980-2002 and older

ford frame. Do not modify steering components or lengths, other than the drag link. 03-newer Fords are allowed a factory sway bar but must use factory bracket in factory manner.

ALL JUDGES DECISIONS ARE FINAL

These are guidelines of what you are allowed to do in this class. Don't get carried away. If you have questions or think you might be doing something you're not supposed to do, please call first!! **JUST BECAUSE IT MAY NOT SAY IT IN THE RULES DON'T MEAN YOU CAN DO IT!!**

For additional information, or questions contact

Mike Mowery 815-541-3224, Nick Breed 815-238-4459, or Tom Mowery 815-541-3313