

ABSOLUTELY NO ALCOHOL IN THE PITS!!!

Anyone who is found drinking in the pits will be asked to surrender their pit pass and escorted from the pits. Any driver found to be consuming alcohol will be immediately disqualified from competition.

Any year foreign or domestic Car with the exception of NO HEARSEs, no limousines. No 73 or older imperials or imperial sub frames. EL Caminos/Rancheros WILL be allowed.

For this class you can use the following aftermarket parts. Aftermarket gas/brake pedals, cable shifter, trans cooler, slider driveshafts, pinion brake, steering column, and small weld in multi-lug centers.

Drivers must be 16 or older, anyone under 18 will be required to have a minors release. A i.d. is required for age verification.

1. ALL DECISIONS OF THE OFFICIALS WILL BE FINAL. Build to the written rules, not around, between, or to whats not there. If you have any questions, ask. THERE WILL BE ABSOLUTELY NO SPRAY FOAM ALLOWED!!

2. SAFETY: All drivers must have a DOT approved helmet. Drivers must wear pants, no shorts. Working seat belt OR racing harness is required.

3. STRIPPING: All vehicles will have all trim/glass/interior removed. Remove and disable ALL air bags!! All wheel weights will be removed inside and out. This is for your and the spectators safety, as well as minimizing all debris left on track.

4. BATTERIES: Limit of 2 batteries per car. All batteries MUST be relocated inside the drivers compartment. Batteries must be securely bolted to the floor. We suggest a

battery box. Absolutely no PLASTIC battery boxes/milk crates etc. No ratchet straps/plumbers strap/bungee cords. Batteries must be covered.

5. GAS TANKS: Fuel tanks may be relocated into the rear seat area. Fuel tanks may be mounted to the rear seat bar if utilizing a cage. Absolutely no plastic tanks. Purpose built fuel tanks, metal boat tanks allowed.

6. SEAT BAR/CAGE: Every car MUST HAVE at least a backseat bar. All steel for backseat bar or cage must be at least 3/16" thick and at least 2"x2" and a maximum of 4X4. C channel may also be utilized FOR SIDE BARS ONLY and can be no bigger than 6" (2X6" tubing may be utilized as side bars).

Backseat bar must go from doorpost to doorpost behind the front seat with two 6"x6" maximum plates on each end welded OR bolted in place. 4 point cages will be allowed.

Dash bar may be no closer than 5" to the center of the firewall and 5" from any point in the floor including the center hump. Side bars MAY NOT extend forward past the dash bar, and may go no farther back than the rear seat kick panel. Side bars may NOT be run through the doors, Bars must be straight and may not contour the body. Gussets may be used in the 4 corners of 4 point cage and cannot be more than 12" in length. If tank is mounted to rear bar utilizing a tank protector it must be mounted in the center of the rear bar and have 5" of clearance from all sheet metal. No part of the tank protector may extend more than 30" behind the back cage bar.

Additionally the tank protector must be no more than 30" wide. Tank protector gussets can be no more than 24" in length. DO NOT get carried away, or you will be cutting. All cages/seatbars/tank mounts are meant for safety and should have NO effect on the structural integrity of the car. You may run a

halo. If you run a halo, it MUST be bolted to the roof 2 in spots with up to a 5/8" bolt utilizing no more than 3x3x6 angle iron. Uprights must run straight up and down.

7. Body&Frame: Hood and trunk. Hood must have 12" diameter hole cut for fire access. Trunk may be tucked ONCE or cut off. Trunk must have a 10" hole for inspection. Quarter panels must remain vertical, you may not bend or manipulate speaker deck. Hood may be secured in 4 places utilizing #9 wire, chain (3/8s max chain size), or it may be bolted utilizing 2x2 angle iron (max 3" long) welded to hood/fender and bolted using 3/8 bolts. Hood must be open for inspection. DOORS/ Trunk lid can be chained(3/8s max chain)/9 wired (2 strands per spot), or welded using 3x3 1/4" plates in 2 spots per vertical door seam on doors and 4 spots on trunk. You MUST have 1 window bar or chain ,welded or

bolted , from the firewall to the roof (SHEET METAL TO SHEET METAL ONLY). MAY NOT RUN TO THE HALO. No creasing/peaning/ enhancing of body lines. Rear quarter panels must remain vertical. Fenders/quarters may be cut and folded for tire clearance but can not be reattached in any way. Body mounts maybe replaced with hockey pucks, and rebolted using a max 5/8 bolt and 3" washers. Mounts must be in factory location and bolted in factory manor. Do not add or relocate any mounts. Notching/pre bending OF REAR frame rails will be allowed. You may NOT weld notches back together. Frame horns may be cut square for bumper mounting, however the front body/core support mounts can not be moved and core support must remain in factory location.

Other than whats specifically mentioned in the rules there will be NO FRAME ALTERATIONS, MODIFICATIONS, OR

MANIPULATION OF ANY KIND ALLOWED. THIS INCLUDES NO TILTING, COLD BENDING, PINNING/PLATING, OR RE-STUBBING OF ANY KIND. Violation of this rule WILL result in immediate disqualification.

8. Bumpers : NO LOADED, HOMEMADE OR AFTERMARKET BUMPERS WILL BE ALLOWED, exception being you may use a single length of 3/16 box tubing (NO BUILT POINT) no bigger than 6x6. Any oem passenger car bumper will be permitted, may be seam welded. Bumpers may be mounted in 1 of the 2 following methods.

Option 1) ANY oem passenger car shock/ bracket may be used and can be welded to the first 6" of frame. Shock/bracket may be bolted to frame utilizing factory holes in both frame and bracket (DO NOT MAKE NEW HOLES). shock may be collapsed and welded, bumper may be fully welded to shock. Must be a minimum 1" gap between the bumper

backing and end of frame.

Option 2, you can hard nose the bumper to frame. Frame end may be cut square, a 5x5 1/4" plate can be used to cap the frame rail to give you a flush surface to mount bumper too. Plate can be fully welded to frame, bumper fully welded to plate. Plate can not be used on the side of the frame, it is a cap plate only. If using this method you lose the shock/bracket.

9. Engines/Transmissions/Drivetrain: Exhaust may exit through the hood. Water boxes will be allowed and MUST bolt to CORE SUPPORT ONLY in (4) places. You may not weld water box to any part of the car. All antifreeze must be removed and substituted with water.

Engine swaps will be allowed, motor mounts Must attach to crossmember ONLY. A basic lower cradle will be allowed, no front plate or pulley protectors will be permitted. 03 and

newer Fords may weld a 4x4 1/4" thick piece of angle iron to the inside facing part of the frame to mount engine to. Do not strengthen car with mounts. (1) chain per side may be used to assist with holding down motor. Chain may be no bigger than 3/8" and may go around crossmember only. A factory transmission crossmember must be used and must bolt to the car in factory location, the center 12" may be altered for transmission mounting purposes. No solid transmission mounts. Again No protectors of any kind may be used ie. transmission/distributor/carb protectors. Slider driveshafts/pinion brake may be utilized. If swapping rear ends you must use factory trailing arms and perches. You may weld or lock rear end for posi traction. No axle savers or bracing of rear end allowed. Bolt in Watts link conversions will be allowed, factory trailing arms must be used, a max 5x5 bracket mounting plate may be used for

mounting trailing arms. arms can be shortened but must be butt welded back together with no more than 1" of bracing.

As always If you have questions ask!!

10. Steering/Suspension: Suspension components must remain stock unless noted here. Suspensions may be locked/welded for height but may not be utilized to strengthen car. Suspension lock options, 1) you may use 3/8" chain from the upper a arm to frame/spring pockets, no more than 3 links of chain can be welded/bolted on each end. Option 2) 1/8th" 3x6 plates welded from arm to spring pocket or frame. Option 3)weld 2x2 angle iron or tubing from lower a arm and bottom of frame (do not go up the side of the frame).

USE ONE, NO COMBINATIONS!! No coil to leaf conversions will be permitted. Leaf spring cars may not have flat stacks. Factory leaf springs, do not alter leaf packs!! Steering may be altered between the steering box and

steering wheel only. All other steering/
Suspension components must remain stock.

11. TIRES/WHEELS: Any air filled tire will be permitted. No foam filled or solid tires. Homemade wheels/Beadlocks/bead protectors/ringguards not permitted. Studded tires not permitted. Wheels may have small variable lug wheel centers, but NO full centers. Valve stem guards will be allowed.

12. Rust repair will be allowed, please contact us before making repair. You will be asked for pictures. Just because it's not in the rules does not mean you can do it. Fix it plates for pre ran cars will be on a approval only bases. ANY PLATES ADDED PRIOR TO OUR APPROVAL MUST BE REMOVED COMPLETELY. To pass inspection your car must be built to OUR INTERPRETATION OF THE RULES NOT YOURS, so if you have questions please ask.

