

Full-Size Cadet / Motor Swap Gladiator Class Rules

General Rules

Any 1980 or newer Automobiles. NO hearse, limousines, special service, El Caminos, cars, or SUV'S, **NO** all-wheel drive or 4-wheel drive or Checker Cabs, select 77 and Newer true metric cars are allowed, (Not sure Call)

- All glass, plastic, pot metal and fiberglass must be removed. Nothing may remain in the bottoms of the trunk and doors; the car must be swept clean of all debris and glass.
- All door handles, mirrors, chrome, moldings, screws, fiberglass, plastic etc. must be removed.
- Rear seats, carpets, door panels headliners must be removed and all decking in station wagons must be removed.
- You must have a functioning seat belt. Make sure it works!!
- Fire Suit and Gloves, Long pants, Long Sleeves and closed toe shoes are **HIGHLY RECCOMENDED.**
- A Snell Approved Helmet **Highly Recommended.**
- All flammable materials must be removed from the car other than safety padding on the driver's door. DASHES AND WIRING MAY BE LEFT INTACT.
- Air bags must be removed if car is equipped with them.
- All motor fans must be covered, and an air cleaner is mandatory.

DRIVETRAIN:

- **(Engine/Transmission/Rearend).** swaps are Permitted.
- Engines and transmissions must be mounted using factory rubber style automotive engine and transmission mounts. No type of aftermarket engine mounts permitted.
- No full or lower engine cradles, mid-plates, distributor or transmission protectors allowed. No aftermarket aluminum bell housings. Stock transmission bells only.
- Headers are permitted. Electrical components may be relocated and foamed into place if applicable.
- A 5 bolt rearend must be used, rearend maybe welded. Do not reinforce rearend housing.
- Factory trailing arms only.
- Stock driveshafts must be used, **no slider shafts.**

Full-Size Cadet / Motor Swap Gladiator Class Rules

- No aftermarket transmission or engine coolers.
- Factory aluminum engine cradles in 2003 and newer cars may NOT be changed or altered. No homemade cradles.
- 03 newer you may use an SMW engine mount or equivalent 1/4" max bolt in only. **You still must maintain factory style block and frame mounts.**

SUSPENSION

- Must run stock suspension components for make and model for that car. Original A-arms, leaf springs, coil springs, spindles, hubs, ball joints, control arms, shock absorbers and struts.
- Front suspension Maybe locked into place with one piece of 2"x4"x1/4" welded on the upper A-arm to the frame Only.
- **03's Must have the stock rack it came with**, it may not be changed or swapped out.
- Leaf spring cars must have factory/original leaf pack, clamps and hangers. No upside-down leafs. • Must run all factory original steering components. No reinforcing tie rods No aftermarket tie rods.
- You may cut/notch/dimple the rear frame rails.
- Front sway bars must be attached using the factory brackets/mounts. No welding or relocating.
- No excess shortening front frame rails past the front of front body mount hole/ leave a 1" space.
- **NO** Plating, tilting, cold-bending, seam welding, pinning, adding of metal to any place on or inside of frame.

BODY:

- You May replace 6 body mounts of your choice using a 1/2" bolt and 3" washers. No Other Body Mounts May be Touched. Theses 6 must have a 1-inch space between the body and frame, or the Factory hardware put back in.
- You may add 6, 1/2" max bolts and washers to each wheel well opening to secure wheel lip No folding or doubling of the wheel lip Sheetmetal.
- Doors, trunk and tailgates must be bolted, chained 3/8" chain, 9 wire two strands or welded shut with a 3"x3"x1/4" plate in 3 spots per seam. Sheet metal to sheet metal, Driver's door may be plated and welded solid, a 3" overlap onto adjacent panels is permitted.
- **Trunk/tailgate** must remain in OEM positioning. Or be removed all together No dipping of trunk or speaker deck. The truck may be folded at a 90-degree angle, folded section may not be welded or attached to trunk floor in any manner. No creasing allowed on any body panels. No sedagons.
- **Hood** maybe attached in 4 spots, hoods maybe 9 wired 2 strands Max, chained 3/8" max or bolted with 1/2" inch bolts 4 spots A 2" long piece of 2"x2"x1/4" angle iron can be welded to the hood and fenders in 4 spots for bolting purposes.
- A 12" inspection hole must be cut in the trunk deck and hood. 6 - 3/8" bolts are permitted in the hood and trunk deck to bolt the 2 layers back together around holes.

Full-Size Cadet / Motor Swap Gladiator Class Rules

- An air conditioning condenser may be bolted across the front of the core support and bolted in 4 spots to help hold radiator in place.
- You must have a front window bar, chain or wire to prevent hood from entering the driver's compartment. Can only be attached to top of fire wall/dash bar and the first 3" of the roof and fire wall. Maximum 2" wide ¼" thick.
- No rear window bars permitted.

Cage

- You may have a 4-point cage for safety 2"x 6" or 4"x 4" max 4" long gusset length max. Must be welded securely to sheet metal using a plate no larger than 8"x 8"x 1/4" A halo bar is permitted, may only be attached to the cage and roof in 2 places.
- A gas tank protector is permitted, maximum of 32" width. Gas tank protector must be attached to rear cage bar, it must be 5" from anything.

Bolt In Accessories

- Aftermarket shifters, gas pedals, brake pedals, pinion break and aftermarket steering columns are permitted.

TIRES & WHEELS

- Any air-filled tire permitted. Doubled tires are allowed.
- Wheel weights must be removed.
- Any OEM wheel, Small multi-lug wheel centers, valve stem protectors and lip guards permitted.
- (max. 2" wide max) narrowed wheels are permitted. **No** full wheel centers, bead locks or solid tires Are not permitted.

GAS TANK & BATTERY

- Battery must be relocated into the driver's compartment. **{Youth Cadet Cars The Battery must be securely mounted behind the front seat}** Must be securely fastened with bolts ½" max NO ratchet straps or bungee cords can be used as hold downs. Battery Boxes maybe mounted to cage or floor, may not strengthen car in any way.
- **PLASTIC FUEL TANKS ARE NOT ACCEPTABLE**. All stock gas tanks **MUST** be removed from car, fuel cells are **Required**. Must be located to the back seat area. All gas tanks must be sealed and vented too outside. Electric fuel pumps may be used, must have an on & off switch clearly marked on the dash.
- **ALL FUEL TANKS MUST BE SECURELY FASTENED AND HAVE A COVER.**

Full-Size Cadet / Motor Swap Gladiator Class Rules

BUMPERS

- Any year factory automotive bumper may be used on front & rear. Bumper seams may be welded.
- After market bumpers are permitted. Example a SMW Heavy Front 3/16" Or Equivalent
- No Loaded Bumpers No sharp points or jagged edges.
- The center point must be tapered over 24" with a 4" point.
- A straight/flat/hollow piece of tubing maximum dimensions of 2" x 6" or 4"x4" x 1/4" thick.
- Bumpers must be open on both ends so we can see inside. No internal gussets are allowed.

BUMPER MOUNTING

- **Option 1** Hardnosed. If Hardnosed the internal bumper shock must be removed, A 6"x 6"x1/4". plate can be welded to the Front-end cap of the frame.
- **Option 2** Bumper may be welded to the factory collapsed bumper shock. Bumper shock cannot be welded to frame.
- Unibody Chryslers can weld the first 2" of the bumper shock to the side of the frame.
- No excessive shortening of the front frame rails past the front of the body mount hole, leave 1" of material in front of body mount hole.

FIX-IT-PLATES

- 4-Fix-it Plates will be allowed on **PRE-RAN cars only**. Fix-It Plates may not be manipulated/cut up or sliced.
- Fix-it Plates are to be no larger than 4"x4"x1/4" square. There must be a 1" gap between fix-it-plate welds.
- Must be welded on the outside of the frame, NO Fix-it Plates can be internal.

Rust Repair

- Body rust repair must use the same thickness metal 1" overlap on to good steel/sheet metal and must be stitch welded.
- Frame Rust repair, please call for clarification.

Full-Size Cadet / Motor Swap Gladiator Class Rules

RULE DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of motorsports 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. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the track officials. Their decision is final !!!!! Any Questions**

Frankie Guy 724-557-7428 call or text