

2017 80 and Newer Full Size

Car

- Any 1980 or newer full size sedan or wagon.
- Car must have contrasting colors for the number and car color.
- Car must have a minimum of a 12x12 roof sign with number.
- No sedagons

Prep

- Car must be completely stripped of **ALL** glass, debris, and burnable material before entering the pits.
- A minimum of a 12 inch hole must be cut in the hood in case of a fire.
- An inspection hole must be cut in the trunk if it is unable to be opened at time of inspection.

Body

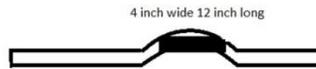
- Factory body panels only not plating or doubling sheet metal and no welding of body seams.
- Body creasing will be allowed
- You may tuck the trunk at a 90 degree angle into the trunk, or remove it. No welding solid
- Door seems maybe chained, wired, or welded solid with a max of 3 inch wide strapping.
- Hood may be fastened down in 6 spots. 2 strands #9 wire.
- Trunk may have 4 spots. 2 strands # wire.
- No wire at all to the frame or bumper when fastening down the hood or trunk.
- All body mounts must remain stock and in stock position. **(SEE FRAME SECTION FOR FURTHER INFO)**
- If tilting you may use round or square tubing as spacers (2 ½ x 2 ½ max 10 inch tall) for the core support and cannot be welded (Free floating). Must sit on top of the mount and be free floating, not welded down.
- May use (1 inch max) all thread to tie down the core support and may be used as spots to secure the hood as well. This will be part of your 6 spots.

Cage

- You may have 4 down bars that can be welded to sheet metal OR frame not both. If welded to the frame it cannot be welded down in such a way to strengthen the frame at all. We understand that fords come with gussets at the crush box, the front down bars may be welded in the corner of the side rail and the back side of the crush box, DO NOT weld the down bars on top of the crush box. 3"x3" max tubing size ¼ inch wall (official discretion)
- Rear down bars cannot be any further back than the back of the front seats.
- Gas tank protectors will be allowed but may not touch rear seat sheet metal, 6" between sheet metal and tank protector.
- Halo bar is allowed and recommended and can be mounted to the roof in 2 spots.
- Cage bars must be inside the car, no bars protruding outside the sheet metal and must not be inside the doors.
- Windshield must have a chain, wire (2-3 strands), or old leaf spring etc. to prevent hood from coming inside the car. Cannot be attached or touching the cage in anyway including the halo bar or attached or touching any type of protector.

Frame

- Frame seams may be welded from the front of the a arm forward. Single pass only ½ to ¾ wide. If wider you will be asked to cut it or load it. No other frame seams are to be welded this will more than likely get you loaded if your do.
- No plating or frame shaping anywhere on the frame.
- You may notch or dimple the rear frame rails in 2 spots on each side of the rear rails.
- If tilting the fallowing will be allowed – you can cut the "flap" tilt and reweld. No welding of the crush box seams.
- On GM cars only you may plate the rear humps in the fallowing way. Highlighted area is where the plate can go. ¼ max thick plate on the outside of the frame only. Over excessive plated will be cut. (Officials discretion)



- Frame shortening will be allowed cannot go any further back then the back of the bumper shock hole on the side of the frame.
- If being shortened to that point and the core support mount is affected you may do this and this only. You may weld the stock mount or stock equivalent type tab off the side of the frame to mount the core support to. DO NOT weld the core support to attach it to the frame, must be bolted.
- Hard nosing is ok as long as no bumper shock is used, you may use the bumper shock from that year and make only and not shorten the frame, no interchanging make and models of bumper shock (GM on a Ford etc.)
- 03 and up fords must use the stock factory aluminum cradle and front suspension.

Bumpers

- Any stock automotive type bumper only, no homemade bumpers
- You may weld the outer bumper skin to the bumper
- Ends must be cut of smooth as to not us to puncture tires.
- You may stuff the bumper within reason
- Bumper shocks may be LIGHTLY welded to the frame along with the shock tubes as to not pull out of the shock.
- Bumpers may be welded or bolted to the bumper shock plate. Again nothing over kill. Official's discretions on all welding.
- You may run in 3 spots #9 wire from bumper to core support to protect the radiator.
- Max bumper height will be 25 inches to the bottom of the bumper.

Drive line

- Any naturally aspirated v6, or v8 engine allowed (NO ALCOHOL, gas only so we can see a fire, for your safety)
- You may use engine cradle, pulley protectors, distributor protectors etc. If you using distributor protector it may touch the fire wall but cannot be connected the cage. Extreme protectors ok but must not have a fan shroud protector, if you do cut it off or unbolt it.
- Motor mounts may be welded down
- You may replace the stock tranny cross member with something of similar nature and may be welded in but again not to strengthen to car.
- Slider drive shafts will be permitted.
- You may swap rear ends (8.8, ford 9", 10 bolt GM etc. max 8 lug) rear end bracing ok.
- Must stay a 4 link and have coil springs, NO LEAFING
- Spring spacers may be used (knuckle busters) to gain bumper height. No homemade spacers.
- You may wire, or hose clamp the springs in to keep them from falling out.
- 98 and newer may BOLT in the package tray from an 80's box ford in the following way. 3 one inch all thread and bolts to hold it in. No more than 3 and no bigger than 1 inch, no welding to hold the package tray in.
- You may swap a arms for the 80's style ford a arms 90-02 if running these years.
- All front suspension must be stock, no aftermarket ball joints, tie rods, spindles etc.. The only thing you can do is change to the 80's style a arms.
- Pinion brake ok.

Tires

- Anything round and holds air. No solid or foam filled tires.
- Doubling and tubing tires ok
- Valve stem protectors ok
- Weld in wheel centers ok
- No bead locks

Miscellaneous

- Cars must have some kind of suspension bounce by bouncing the front and rear of the car
- Cable shifter, cable gas pedals, after market steering columns, brake pedals, and tranny cooler boxes ok.
- Nothing obscene and no profanity on the cars
- There will be a postrace inspection in every class

- You will have 30 seconds to make a competitive hit and 60 second to get unstuck or restart your car
- NO DRIVER DOOR HITS PERIOD!!!!