

☆☆☆ 2023 RULES Updated ☆☆☆

RULES HAVE BEEN CHANGED AND ADDED READ CAREFULLY ANY QUESTIONS CONTACT:
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TOTAL SPACE AT CORE 3" REGARDLESS OF COMBINATION! 1/8 INCH STEEL OR 1/4 INCH EXPANDED METAL EADIATOR GARDS COVERING THE FRONT OF RADIATOR ALLOWED BOLTED IN WITH NO MORE THAN FOUR 3/8 BOLTS ONE PER CORNER.

NO POINT BUMPERS OR POINT REPLICAS ON 03 UP FOR 23!

BLACK CARS ALLOWED IN 2023 BUT KEEP THEM LOOKING GOOD NUMBERS AND LETTERS MUST CONTRAST WELL!!

BUMPERS—NO POINT BUMPERS OR POINT REPLICAS ON 03 AND UP!!! Point can NOT be more than 14 inches measured from the mounting surface to tip and must be minimum 32 inches wide at the base of the point so that the shape is very similar to a Chrysler point at most!! TRY ME YOU WILL CUT IT OFF AND PUT A NEW BUMPER ON!!!

DRIVER DOOR—You will be allowed ONE plate MAX SIZE 1/4x6" that must be mounted on the outside center of the door and can NOT pass the driver door seam more than 3 inches either side!!! You will now be allowed 10 inches total on all passenger doors ANY SEAM and 16 inches on driver door ANY SEAM!!!

PATCH PLATES—6 total 4x4x1/4 THREE per rail after the car has ran if you cut the plat at all the drop must be thrown away the only plate manipulation allowed is a taco bend with NO CUT!!!

#9 WIRE—One place per window opening in the center of the car two wraps 4 strands with one 3/8 bolt per in the twist loop FRESH and an additional 10 spots 4 wraps 2 strands for repair once ran! No more unlimited for repair. Washers maybe used no bigger than a store bought 1" washer with 4 TAC welds.

03—NO POINT BUMPERS OR POINT REPLICAS!! Factory rack and pinion must be ran no more adding a steering system from an older car!! A-ARMS MUST REMAIN 03/11 THEY CAN BE SWAPPED TO STAMPED STEEL FROM CAST BUT MUST BE FROM THAT FAMILY OF CAR. The bolt in metal assemblies used to mount the engine will still be allowed but can NOT tie to the frame in any way, this system may not completely wrap the aluminum cradle, there must be at minimum a ½ two rack mounting studs. This should only set on top and front side of the cradle nothing excessive beyond engine mounting. If you get excessive do not be upset when you have to cut on this component.

Semi Stock Rules:

DO NOT READ ANYTHING INTO THESE RULES, JUST READ THE RULES!! If it doesn't say you can, YOU CAN'T!! Or you will be loaded, your choice!

DO NOT paint anywhere on suspension, frame, inside the body, or wheel wells.... We will not even inspect your car.

- Body component must be direct bolt up only. Must be factory hardware or equivalent in size

- Remove all glass mirrors and plastic. Remove all decking in wagons

- Vehicles must be swept clean of all debris

- No sedagons, ZERO crease enhancement, ZERO sheet metal or frame shaping, forming or folding. This means with wire or otherwise all body panels must remain in stock location.

- Deck and Hood must be 100% in stock location.

- Anything can be removed, NOTHING can be added

- Fasten trunks sheet metal to sheet metal only 6 places with #9 wire or chain plus the two 5/8 rods if trunk bolts are changed. Hoods get one hood clip 3-inch-long 2x2x3/16 with one 1/2-inch bolt and nut per side, (2)-5/8 bolts total through hood in firewall area and 2 core support rods any combination sheet metal to sheet metal only.

~~TRUNKS YOU MAY USE TWELVE 1x2x1/8 STRAPS PLUS 2 PLACES FOR #9 WIRE AND THE TWO 5/8 THREADED ROD IF YOU CHANGE TRUNK BODY MOUNTS, THESE 12 STRAPS MAY ONLY CONNECT FROM THE LID TO QUARTER TOP 4 PER CAR SIDE PLUS 4 ALONG THE SPEAKER DECK NOTHING BEYOND THE TUCK, INSIDE THE TRUNK, OR IN TAILLIGHT AREA!!!! FASTEN TRUNKS BEFORE THE SHOW BUT A 10 INCH HOLE MUST BE CUT FOR INSPECTION!!! YOU MAY CHOSE THE WIRE OR WELD METHOD BUT NOT BOTH!!

You may weld doors with 1/8" material 10 inches total on each passenger door. Drivers' door may be welded 16 inches total. Driver door may have a 6x1/4 plate on the outside center of door not to pass the seam either side by more than three inches. Do not weld hood except 4-1/2" tack welds per washer 1" washers max and the two hood clips allowed no pre welding washers for #9 wire use period. IF YOUR WASHERS ARE USED FOR ANYTHING BUT WIRE WASHERS THEY WILL BE CUT OFF!!!!

-BODYMOUNTS

you may add a 3" long tube 2 inch outside diameter for core support spacer any larger will be cut out completely this means 3 inches of space TOTAL not 3" of tube plus body pucks or other nuts washers etc.... if we feel the car has been tilted, cold bent, or otherwise you will be loaded!!!

- if you choose to change your core support mounts with 2 of your threaded rod you get 3 plates 1/4 thick 5x5 max OD 7 3/4 nuts 7 3"OD max 1/8 thick washers per threaded rod CORE SUPPORT ONLY

Body mounts and spacers to remain stock and in place. DO NOT EVEN TOUCH THEM, Exception You may change a total of 6 body bolts out, with 5/8" threaded rod with 3 nuts, 3 5/8 store bought washers and 3 5x5 1/4" thick plates per rod. These bolts cannot pass thru any cage material or anything other than the top side of the frame and top of the floor surface no exceptions. They must also be through an existing body mount no closing holes and removing a body bolt!!! If you chose 3/4 rod may be used for the core support rods but they must be used for two of your hood bolts and the remaining 4 bolts must be 5/8. Must be straight vertical rod only, no bends or angle pieces. Must have 1-inch rubber or metal spacer no larger than stock body pucks and all bottom nuts must be inside frame. If they are broken or rusted out, a single piece #9 wire may be substituted. ZERO welding allowed to mount this rod. Rusted out body bolts may be removed and replaced with a single strand of #9 wire.

- #9 wire or chain required in front windshield.

- FRAMES

-NO FRAME MANIPULATION IN ANY WAY THIS WILL BE LEFT TO THE JUDGES DISCRETION SO BE CAREFUL BEFORE YOU PRESSURE OR BEND

- You may dimple your rear frame rails in place of trunk notch only no hump creasing

- NO welding on frames allowed.

- SUSPENSION

-THE FRON OF THE CAR CAN BE NO HIGHER THAN 22" TO THE BOTTOM OF THE FRAME MEASURED AT THE BUMPER AND THE REAR CAN BE NO LOWER THAN 16" TO THE BOTTOM OF THE FRAM MEASURED AT THE REAR BODY MOUNT.

_Aarms may be welded with two plates per arm 2x3x1/4 inch for holding suspension only!!

_Any automotive ball joint no aftermarket ball joints

_Tie rods may be tube but automotive ends only no heim

_You may change coil springs to a stiffer oem passenger car spring. Front springs in the front Rear in the rear no swapping locations.

_You may change coil springs to a stiffer oem passenger car spring. Front springs in the front Rear in the rear no swapping locations.

_ All suspension must remain stock. ZERO aftermarket parts. You may change upper A-arms to stamped steel from the cast arms on Ford's, but ford upper arms and factory hardware must be used from the car being ran. This means cut the bar out of the arm and run individual bolts if the car you are running came that way.

_Rear control arms may be changed but if shortened or length added no more than 1" overlap.

_ You may use (store bought spring spacers, no homemade spacers on top of the springs)

_You may use 3/8 chain and one 1/2" bolt one wrap to hold coil spring to rear end and leaf sprung cars may use 4 single strands #0 wire as leaf clamps.

DRIVETRAIN

- (2) 3/8 threaded rod two 3"wide straps bolted to core support with (2) 3/8 bolts per strap to hold radiator in.

- ANY drivetrain & transmission, manuals allowed

- bolt on pinion brakes allowed

- Only the lower stock engine mounts may be welded to k member. You may use two 1/2" thick 6x6 flat spacers to raise engine. If you need more than 1/2 to raise engine to clear steering components and may not exceed rubber mount area. You may extend off back of cradle but nothing excessive, 1/2" flat plate only (example SBC in Caddy, Mopar)

- No tranny protectors, stock mounting only, stock cross members bolted to the mounting points only.

- May use 2"x 3"x 6" 1/4 angle. If relocating (2- 1/2 bolts per side to mount angle to frame or it maybe weld to the side of frame

- You may weld rear end gears and mount tabs only.

- Rear end swaps allowed no bracing, no welding, and no re-enforcement. Mounting tabs may be added to the rear end or watts conversions may be used bolted on only if using an aftermarket conversion kit, may not be pinned through both sides of the frame! If you use a factory lower bracket you may weld bracket and bracket only to the frame! If watt converted the factory watt arms may not be used in addition to the conversion arms. Conversion arms may only be stock trailing arms no tube of manipulated only a 1 inch overlap! If you do not convert you may double factory watt arms. Any rear end may be used but ABSOLUTELY NO BRACING OF THE HOUSING THE ONLY WELDING ALLOWED OS TO ADD MOUNTING POINTS!!!

- You may run 1 spot of #9 wire vertical from rear end to frame per side, nothing thru body. 4 loops, 8 strands together in center twist only.

- Floor shifters, headers, gas pedals and brakes allowed. ALSO, SOLID ROD STEERING COLUMNS ARE ALLOWED Clarification: no bolt on component may strengthen car. 6x 5/8" max bolts and 3" washer max. Clutch pedal may be mounted to dash bar only.

- No engine cradles, skid plates, protectors of any kind, and no aftermarket parts of this nature at all.

-If you run an LS you may use conversion brackets 3/16 max thickness no gussets. To accept an old-style rubber frame mount. Please call.

- You may run the Chevy to Ford engine mounts 3/16 max thickness no gussets. 3 PLATE DESIGN PLZ CALL

SFI ALUMINUM ULTABLE ALLOWED RACING PRODUVTION TYPE ONLY NO DERBY PURPOSE BELLS ALLOWED THIS IS BEING ALLOWED TO ACCOMIDATE THE BIG NUMBERS OF BROKE RANS CASES DO NOT USE IN ANY WAY BESIDE THAT.

- You may have 2-5/16 chains 1- per side attached from block or headers to engine frame mount not to frame or k member nothing excessive only for safety

- You may swap engines, i.e. Chevy in a Ford.

- Slip shafts allowed at all shows.

-DRIVERS COMPARTMENT:

- 4-point square cage only, (1) down tube in the center of each front door(DO NOT POUND FLOOR DOWN TO THE FRAME WHEN MOUNTING THE BODY MUST HAVE A CLEAR GAP BETWEEN IT AND FRAME DIRECTLY UNDER ANY CAGE BAR) welded to sheet metal only nothing to the frame. max 60- inch cage over all measurement. 6- inch max, must be mounted horizontally and 6 inches off floor. Gussets only in interior of 4-point cage.

- Halo bar allowed (2)1/2 bolts with 1/2 washers to attach to roof, only to the backseat bar or sidebars, not to floor. Gas tank mount may be welded to back bar but must be 6 inches from rear sheet metal no wider than 24". We will not allow rear seat areas or wagons to be filled in the backseat area with a gas tank protector!! This is a mount only!!

- Drivers door must be padded and a 6x1/4 plate added to the outside center of the door not to pass the seams either side by more than three inches.

- Gas tank and max two batteries must be moved and secured. Tank behind the seat, Batteries centered in the passenger front floor using the box or boxes to strengthen the floor will get you loaded.

- Nothing may be mounted in a way that strengthens the car.

- Trans coolers allowed. Must be mounted inside 4-point cage area. Or on cage must be tight to cage if mounted on back bar.

Bumpers:

- you may weld rear bumper straight to frame or follow the rules for the front bumper if using a shock.

- You may weld on any bumper, (must appear automotive and no points beyond factory spec) you may weld bumper bracket (in factory location) to frame 4 inches from the back of bumper, in addition you may put 4 one inch welds on back side of bumper bracket or to weld shock inside frame(example Crown Vic's).

You may shorten up to an inch in front of the core support to be hard-nosed, but nothing cut off beyond the front body mount if you hard nose no shock allowed inside the frame.

---If your car did not come with a shock (this section is for old iron shows havoc is 80 up) (example 71 Chevy) you may use a 74-76 BOP bracket mounted in stock location with stock bolts, only welding described above.

- Or you may chain, 2 piece of chain per side BOLTED from the mount to mount to hold on the bumper. YOU MAY HARDNOSE OLD IRON ALSO BUT NO BRACKET OR SHOCK USED AT ALL ONLY WELD A SINGLE PASS TO BUMPER MAX 1/2 INCH-WIDE AND THE ONLY FRAME CUTTING YOU CAN DO IS SQUARE THE END FOR BUMPER FIT NO WELDING 4 INCHES BACK IF YOU CHOSE THIS METHOD.

- Any tire wheel combo bead locks must be on inside and no larger than 2" larger total than rim size, bead protectors ok but in bead area only. Brakes MUST work.

Only welding allowed is doors, bumper, engine mount, cage and rear end gears! This build should only take 3 days, if you spend more than that you are probably overbuilt for this class and will not run!

JUDGES DECISIONS ARE FINAL! PLAY IN THE GREY IF YOU ARE BRAVE BUT DON'T BE MAD WHEN LOADED!!!