

THROWBACK RULES!!

ANY CAR 2002 AND OLDER EXCLUDING IMPERIAS AND CABS.

FRAME: Absolutely no welding aside from engine mounts and bumper brackets. You get two notches or demples one per rear rail in the trunk area.

BUMPERS: Any car bumper stock, no loaded or fab bumpers. All bumper mounting systems must remain stock, no modifying or removing brackets. You get four one inch tack welds per pracket or shock per corner of the car, plus collapse the tube and weld solid. 4 links of chain from the bumper to frame will also be allowed per corner of the car. If you have a pre 73 with no brackets you will be allowed to bolt a side mount bracket and tube from a newer car in a stock fashion.

BODY: All body mounts to remain factory and non altered or touched. You may remove the two very front body bolts at the core support and replace with 5/8 thread rod but it must pass through the factory rubber no additional mount or spacer allowed and pass through the tab, bracket, or top of frame only as bolted from the manufacturer. Each piece of all thread will be allowed three 5/8 nuts, three 5/8 washers, and three 3×3×1/4 washers. You will be allowed a 4-point box cage with no down legs material will be 3×3 or smaller 60 inch door bar length with no gas tank protector style mounts. Halo bar can be 3×3 and come off the door or seat bar only no attachment to floor.

DOORS: Each door may be chained or wired in two places per vertical seam max, no bolts or welding on doors period.

HOOD: In addition to the two 5/8 rods, you will be allowed 4 places for chain/wire through sheet metal only.

TRUNK: Trunks must remain in the factory configuration and may be left whole, cut off, tucked one 90° tuck (no V whatsoever), or removed completely. Trunks may be bolted or chained in five places max through sheet metal only.

SUSPENSION: All suspension components must remain stock, and for the make of car being run, there is no mixing of parts. All suspension must float as intended from the factory (new springs for stiffness ok) but must not be tied solid anywhere. The rag joint at the end of the steering column may be changed, but the rest of the column must remain stock.

REAREND: All rearends must be from a car and bolt in without any modification with a 31 spline max factory axle no aftermarket parts.

DRIVETRAIN: Any engine trans combo allowed to follow K&P havoc engine/trans rules for this. Trans cooler, shifter, pedals, fuel cells, and sliders are allowed but must not be used to manipulate the strength of the car in any way.

TIRES: Any tire wheel combo allowed same as havoc class.

This build is intended to be a **THROWBACK** fun build for the fans to see cars destroyed. Let's keep it that way. I will load cars at this show if they are pushed beyond what is intended.