STOCK UNIFORM RULES FULL SIZE CAR CLASS 17

General Rules

1. ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN.
2. Any American made car can run with the following exceptions; No 1970 or older Suicide Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, or limousines or Checker Cabs.
3. All drivers must sign the driver's paperwork or they will not drive in the event drivers under 18 must provide parent or legal guard 14yr min age.
4. Driver must wear a seat belt, helmet, FIRE SUIT/JACKET Recommended.
5. All Drivers and Crew Members must attend the drivers meeting.
6. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
7. You are given 1 minute to make an aggressive hit. After 1 minute that particular car will be disqualified. You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit.
8. Alcohol - period. If you are wearing a driver's band and drinking any form of Alcohol -YOU WILL BE DISQUALIFIED.
9. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the staff only. Everyone else will stay back until cars are deemed to be legal.
10. There is a $250.00 protest fee, and you must be a driver in the main event to protest another car. Driver must have cash in hand directly after the feature in order to protest. You must protest a specific infraction not entire car. If the car is found to be illegal it will be disqualified. If car is deemed legal the protest fee will be added to Hard Hitter Payout.
11. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
12. Judges decisions are FINAL!!! IF THE RULES DO NOT SAY YOU CAN DO IT THEN YOU CAN'T!!!!!!!!!!

Car Preparation

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
   2. All cars must be stock, unless modification is stated in the rules.
   3. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
   4. All trailer hitches and braces must be removed.
   5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered. May not use to strengthen car.
   6. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
   7. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
   8. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!

9. Bumper--- may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid, we do not want them coming off. Bumper height not to exceed 22” to the bottom of the bumper to the ground and must be a minimum of 14” from the ground to the bottom of the bumper or frame. Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails. Front and rear bumpers may have 4 loops of wire from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame). If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8”x8”. The point must taper over an area of at least 32” wide and cannot exceed 12” wide/deep at the tip of the point. The point may only extend out 4” from the flat part of the bumper. Manufactured Bumpers must have at least a chrome skin covering them. No Part of the bumper may extend past the front most part of the frame rails hint FRONT BODY MOUNT.

10. Bumper Brackets – 2 choices both must have 1/2in hole cut for inspection 1 st way - Any automotive bumper brackets may be used from any car that is legal to run in your class. No more than one set of brackets may be used. Brackets cannot go any further back than the very front most part of your front top- a-arm mount factory weld FACTORY WELD MUST BE VISABLE. No manufactured brackets/replica brackets may be used. No loaded bumper shocks. OR 2 nd way - INSTEAD of using bumper brackets you are allowed to use ONE 5” wide x 1/4” thick plate extending from your bumper down the frame and cannot extend any further back than the very front most part of your front top- a-arm mount factory weld FACTORY WELD MUST BE VISABLE. You are also allowed to wrap this strap around the front of the frame 4” to create an “L” shape. This is to give you enough material to weld your bumper to the strap. Do not abuse this rule YOU WILL CUT. “Y” frame cars will be allowed to collapse y and weld top and bottom seam and use bracket rule.

11. Frame Shortening- You may shorten the front frame rails only. You may cut the frame off flush with the front edge of the body mount hole (core support mount). If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run.

12. Frame Welding-- You may weld top frame seam only from the firewall forward. Chryslers may weld from the back of the body mount bracket under the doors in the firewall area. 1/2" wide weld bead maximum. Fords may weld the three seams needed to cut and tilt the front but must be welded back like the factory welded it. Metric GM’s may cut factory seams where s bend meets center rail to tilt and be welded back like the factory welded it. DO NOT fill all the holes or weld a bead wider than ½”. If it is thought to be excessive you will cut. DO NOT re-weld the upper A-arm brackets when re-welding top seams. Mopar - Factory K-Member cars can remove k frame mounts and bolt tight with ¾” bolts. K-Member cars may weld the K-member to frame in 6 spots. Each spot may be 4” of weld without any filler materials.

Rust Repair – Call before fixing any rust on the frame. The rust can be cut out a piece cut exactly to the hole size may be butt welded in with 3/16in or less!!!!!!!!!

13. Frame Shaping -No frame shaping of any kind anywhere.
14. Hump Plates--- You can have a hump plate. Plate can be 22” long and ¼” thick. Plate must be centered in the hump and follow the contour of the frame. Some point of the bottom of the plate needs to hang down just far enough for us to inspect the thickness of the plate. DO NOT DOUBLE YOUR HUMP PLATES!!!
15. Front Suspension Tie Rods and Ball Joints - Tie rod tubes may be manufactured but must stay close to the same length and must mount in the same configuration as stock. Do not re-engineer the way the steering components mount to the frame. Only stock car replacement ball joints and tie rod ends are allowed. Must be factory style tie rod ends and ball joints. No ball joint protectors permitted. A-Arms – Mounting brackets must be factory a-arm mounts. A-arms may be welded or bolted down but may not be reinforced. You are allowed to use 2 – 2”x4”x1/8” straps to weld you’re upper a-arm down. No other welding will be allowed on a-arms (If you are found to have too much weld you may be asked to cut them completely loose) If you choose to bolt them you may have 1” all-thread ran in place of the shock. This is the only method allowed to bolt them down. On the bottom a-arm you can have one 3x3x1/4” plate simply used as a washer (CAN NOT be welded). On top you will be allowed one 1 ½” washer (CAN NOT be welded). You are not allowed any plate inside the spring pocket. Only a 1” nut and a standard 1” washer allowed inside the spring pocket. You may use the bolt and weld the a-arms both if you choose. Steering box – May be interchanged but must remain a stock box for a car that is legal in the class you are running. Pitman arms must remain stock or stock replacement Idler Arm – Idler arm must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running. Idler arm cannot be welded to the frame. Spindles –Spindles and Hubs must be stock and be a spindle that is off a car that is legal in the class your running.
16. Rear Suspension--- Leaf springs must be stock and made of stock spring material, with a 1” stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 3/8" thick and no wider than 2 ¾” wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1” stagger. You can clamp springs, 6 clamps per side with only 4 being homemade. Homemade clamps can’t exceed 2x4x1/4”. You may weld leaf spring mounting brackets to prevent them from becoming unbolted (single bead no wider than ½”). You can change coil springs to a stiffer spring to get your height, do not raise the suspension any other way. You can bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount. You can loop chain or wire (1 loop of 3/8” chain or 4 loops of #9 wires) from rear end to frame in 2 spots on each side, must go around frame, do not bolt the chain to the frame. If you do not choose to wrap your chain around the frame you will be allowed to weld the chain to the side of the frame. You can weld one link only to the side of the frame (if you weld chain to the frame it must be welded to the hump plate). You cannot leaf spring a factory coil spring car.
17. Rear-Ends-- Use rear end of choice, but must be no more than 8 lugs. Welded or posi-track highly recommended. Back braces are welcome. Braces may not extend more than 4 1/2” on the outer 10” of a stock size axle tube and 10” on the remaining housing. Rear end control arms can be reinforced. They must have a bushing or at least a bolt and pivot unobstructed what so ever.

They may be shortened or made longer for pinion angle. They must attach in stock configuration for the suspension setup you are using. No Hybrid Setups. Watts-Conversion is allowed but all brackets must be only large enough to hold a stock style sized control arm and not gusseted. Control arms must be mounted in factory location and not shortened/moved to reinforce the car (Bottom control arm mounts cannot attach to package tray). All factory brackets must be completely cut off car.

18. Tires/Wheels-- Tires no bigger than 16 inch, No split rims, No studded tires. Foam filled or doubled tires are ok – we don't want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims. Wheels may be bead locked. You may run a weld in center. Outside of the rim may be reinforced but no bracing may extend past the outside edge of the rim. All wheels must start as a factory wheel.

19. Motors and Transmission Engine Cross Member – No full plating of engine cross member. All car engine cross members will end at the point you reach the inside frame rail. No material may extend through the spring pocket area. You are allowed 2 6"x10"x3/8" plates for mounting your engine. These plates must be welded to the top side of engine cross member ONLY and at no point be closer than 2 inches from the frame! Call with questions… Do Not abuse this rule as this plate is for engine mounting not reinforcing of car.

20. Motor -- Use motor of choice, motor must be in stock location. Distributor protectors/Full Cradles allowed, must be attached to engine or transmission only, backside must be no wider than 12 inches. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump. After market cradles are allowed. If running a pulley protector, it must not come in contact with the steering stabilizer or extend past 2" past the water pump. No portion of the DP may extend past the heads more than 3". If using a mid-plate setup, the mid plate can be no wider than 2" past block in either direction. Mid-Plate will not be used to reinforce car. You have 2 options for tying in your motor: If using a distributor protector: Engine can be attached to the frame in two spots. The motor mounts being one spot and the second spot being one 3/8" plate welded from the bottom of the engine cradle to the center of the engine cross member no wider than 4". Your motor mounts and welds holding them must say at least 1" from the factory seam connecting the engine cross member to the frame. If a distributor protector/full cradle is not used: You will be allowed your motor mounts as well as one 3/8" x 3" flat strap per side welded to the top side of frame ONLY! Strap must attach to the head accessory mounts of engine and go directly to frame. No angling forward or backwards to reinforce frame.

21. Transmission Brace and Skid Plate You may run multiple bars down or one solid plate that conforms to the he transmission and may run from the back of the heads or DP to the back of the transmission. If these bars or plate catch the sheet metal excessively you will be required to cut reliefs into the transmission tunnel. Your trans brace can only be 12" where it meets the transmission cross member. You are allowed to build a 90-degree angle where it meets the transmission cross member and it may be tied down with one 3/8" chain or 2 – 5/8" bolts with 1.5" washers or 2 - 1" welds.

22. Transmission Cross Member must run the transmission cross member in the stock location for the car you are building. You can weld 2" angle iron no thicker than 1/4", no longer than 8"

to the side of the frame to support the cross member. If you replace the cross member, it can be no larger than 2”x3”x1/4” square tubing or 2”x1/4” round tubing. The transmission cross member must be one piece and must be straight from side to side (No Loading/No arched cross members). Cross member cannot be refabricated in any way. You are required to drill a ½” hole in the cross member on the bottom side 6” from a frame rail for inspection purposes. If you don’t drill the hole in advance it will be torched while on the hoist! The transmission cross member is the only method which the transmission may be tied in. The transmission brace and skid plate can only meet the cross member over a 12” surface area. Cadillac frame extensions/tails cannot be welded or connected to the transmission cross member.

23. Body Shaping -You may only shape the body on the exterior of the car. No creasing inside the trunk or in the interior of the car.

24. Rust / Frame Repair-- You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out, weld 2” beyond rust. If your frame is rusted through cut rust out and replace with same 3/16 or thinner call for instructions on how to the fix the rust hole. DO NOT FIX IT WITHOUT CALLING AND EXPECT US TO ALLOW YOU TO RUN IT. NO RESTUBBING OF ANY FRAMES, NO EXCEPTIONS. If you have a pre ran frame you are allowed 4x6 ¼in plate one side of frame each plate must have 1/2in hole in center of plate through frame. You will be allowed 4 plates per frame rail. Each plate must have a 1in cap including the weld. NO EXCEPTIONS DON’T ABUSE THIS OR I WILL GO AWAY WITH IT. YOU CAN NOT RESTUB IT.

25. #9 Wire Rules-- You are allowed 2 spots with 4 loops of wire in the door window openings and may go to the frame. All #9 wire going through the windows must stay in the passenger compartment. The cage cannot support these wires in any way. They may touch the cage but if the judges feel the wire will not freely travel by the cage you will be asked to change it. When going through the floor and around the frame it has to go through the flat part of the floor. If you don’t understand please call first. If you chose to weld a washer on the body to run wire through it may only be a standard 5/8” washer. Nothing may be welded or added to frame to support or route wire. You may use up to 3/8” cable and turnbuckles in place of #9 wire if you choose. You may tie frame rails together behind the rear end with 4 loops of wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld 1 – 3/8 chain link to the side of the frame to run the wire through, but do not reinforce the frame with the chain link or you will cut it off. This wire may pass through the trunk floor if you choose.

26. Radiators-- When mounting the radiator, you must NOT reinforce the core support in any way. No radiator guards allowed. You may have one or the other of the following in front of your radiator- 3/16” expanded metal that cannot extend past the front body mount bolts. May be attached with 10 - 3/8” bolts or 10 - 1” welds. Or An automotive air conditioner condenser bolted in with 10 – 3/8” bolts or 10 – 1” welds.

27. Body mounts-- Bolts can be replaced with 1” bolts, body mounts can be replaced with steel or washers but must be 1” thick and have the same diameter as stock spacers. Bolts may extend through body and have up to a 5x5x1/4” square or 6”x1/4” round washer on top. Do not weld body bolt washers to the body. Bolts must be up inside of frame as factory and may not to exceed 6” long. If you choose to leave in the stock rubber pucks you must leave the metal cones

inside the rubber puck. You must leave at least a ¾ space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight. Radiator support mounts can be removed, and you can suck the radiator support down solid. Absolutely no body mounts may be moved or added, do not shorten the front of your car past the body mount hole as your car will not run. The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. The all-thread may be welded to the side of the frame in this location. If the all thread is welded, you cannot have a nut on the bottom. If the all thread is nutted it cannot be welded. Core support spacers you may weld to the body and core support mount. Single weld no bigger than ½". Core Support Spacers cannot exceed 3" square material.

28. Hoods and Front Clips-- Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 12 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts. You are allowed 8 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread, it may go from the hood to the frame on the front bolt, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded. All other tie down spots must be sheet metal to sheet metal only, and the hold down bolts cannot exceed 8" in length! All hood bolts must be placed outside the windshield bars. You may have plates for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round and can be welded to the hood. Front core support can't be moved back from its factory location. It must stay BOLTED to the fenders the same way that it came factory!

29. Wheel wells-- You may cut wheel wells for tire clearance. Fenders may be bolted back together with 6 -3/8" bolts. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 6 – 3/8" bolts to bolt back to the core support per fender.

30. Fire Wall—Fire wall and cowl must be cut out to allow Distributor Protector or Mid Plates to pass through. Distributor Protector/ Mid Plate Cannot strengthen car. If deemed to reinforce car in any way you will need to cut sheet metal or mid plate/dp. There must be 8inches of clearance between the Distributor Protector or Mid Plate and the dash bar at the start of the event. Distributor Protector or Mid Plate can't be mounted to body, frame or cage. Distributor Protector/ Mid Plate CAN NOT touch the cage, front window bars, or hood pins in any way. You must Cut hole in firewall/cowl 1 inch wider and Taller than Distributor Protector. Front Window Bars For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, straps can't be any larger than 3/8"x3" flat strap, and must be 14" apart at firewall. If and only if you remove the firewall/dash completely between the straps you are allowed to connect these two bars. The removed part must be completely removed and must be as wide as the vertical bars. The horizontal bars connecting the two vertical bars cannot be any larger than 3/8"x3" straps. No more than 6" of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over 6" on roof or firewall or you will cut. Window bars cannot come into contact with any braces or protectors.

31. Rear Window Bar-- You are allowed a rear window bar which may not be any larger than 2x2

1/4in square tubing or 3”x½” flat. This bar must be centered in the car and only extend on the roof for 6”. The bar must be in contact with the front trunk seam and can only extend 6” on the trunk/speaker deck and must stay on top of trunk sheet metal. Do not attach or butt up to the roof sign.

32. Doors-- You may weld your doors shut 5” on 5” off with nothing larger than 3” by 1/8” strap and must follow the door seam. Do not overlap strap or you will cut the strap off. You may also use a piece of 3” wide 1/8” thick strap on the tops of doors (where the window comes through) to weld the outer skin and inner skin together. If you chose not to weld the doors they must be tied shut in at least 6 locations max 50 may not go around frame using 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points. You are allowed to add bracing to the exterior side of the driver’s door. Driver’s door may be welded solid. Drivers Door bracing must not stick any further out than 2” from the door, and may not have any sharp edges. You are also allowed to carry the bracing up to 6” past the exterior door seam either forward or backward. Door sheeting may be up ¼” thick. It is Highly recommended that you add this additional bracing for your safety!

33. Cage-- Door bars may be no larger than 6” diameter. Total length of these bars are not to exceed 62”. This bar must not extend more than 18” behind the center post on a four door car and 10” behind the center post on a two door car. Dash bar and seat bar must also be no larger than 6” diameter or less and you may use only one (no doubling of bars). Driver side door bar is the only bar that may be inside the door for driver’s safety, all other bars must be in the interior of the car. The bar behind the seat can be no further than 6” behind the seat and must follow the center post rule above. Cage may be gusseted at each joint and one on each side of the gas tank protector. There will be NO BARS closer than 8” to the distributor protector or Mid Plate. All bars must be straight bars nothing contoured to the body. All cage components must be a minimum of 4” off of the floor (except for down legs). Dash bar will be measured at the transmission tunnel; all other bars will be measured at body bolt elevation (This includes the gas tank protector). You will be allowed 4 down legs. Down legs can be no bigger than 2”x3”x1/4”, welded to the door bars, and must be vertical. They cannot extend higher than the cage bar unless being used as your rollover bar. These bars may be welded to the top side of the frame and must not have any other material use to weld the down bars to the frame. If these legs are welded to the front or back of the door bar they will be added to the total length of the bar and is still not allowed to be longer than 62”. Legs must be attached to the main cage, NOT the gas tank protector. The down legs cannot be attached to or cover any body bolts. Front down legs cannot extend any forward past the INTERIOR front door seem and rear seat down bar cannot extend any further backward then the rear of the door bar based the door bar criteria above. No cage component may be welded to the frame – except the down legs mentioned above. Rollover bars must be attached to the 4-point cage following the length of bar rules above. Can be welded to frame with no larger material than 2”x3”x1/4”. Must be vertical, not angled forward or back. The bars may also be bolted to the roof with two 5/8” bolts or smaller. You are allowed to connect your dash bar to cowl in 2 locations using 3/8”x3” flat material. These strap must be mounted at least 14” apart like your window bars. Gas tank protectors are allowed. Tubing for protector must be 6” or smaller. The protector must be no wider than 24” wide, must

be at least 4” off of the floor, and must be in the center of the car. Protector must have a 1” gap between the rear package tray and sheet metal and cannot be attached to it in any way. If you are caught attaching your gas tank protector to the package tray/frame, a 3” gap will be required between the protector and the package tray in order to fix the problem. If you extend the gas tank protector above the package tray it must be perfectly vertical and not extend more than 6” above speaker deck. FUEL CELLS/GAS TANKS Fuel cells must be mounted to the gas tank protector/ cage. They CAN NOT be attached to the floor in any way. No “Gas Tank Holders”. Must be properly secured and cannot be plastic. Fuel line should be secured and away from the exhaust.

34. PEDALS AND BATTERIES All battery boxes and gas pedal/brake pedal, and any plate attached to it must be at least 2” away from any engine, transmission protector or body bolt. These things must also be bolted to sheet metal only. Can’t be attached to the frame or cross member in any way. No Larger than ½” bolts and standard washers may be used to mount items (No full plate washers underneath). Oil Coolers, & Transmission Coolers Engine coolers and transmission cooler will be allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.

35. Trunks-- You can fold trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Truck lids must have at least two 6” inch holes or one 12” hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes, inspection hole may have 4 -3/8” or less bolts and 1.25” diameter washers bolting the two layers back together. If these holes are strategically placed so that we cannot see what we want to see to inspect the inside of the trunk you will be asked to cut more or bigger holes. Trunk seams can be welded 5” on 5” off with 3” wide 1/8” thick strapping. YOUR TRUNK LID MAY BE V’D or CANOED IN THE CENTER, BUT MUST REMAIN AT LEAST 10” OFF THE TRUNK FLOOR, the 10” will be measured from the top of the frame rails not the spare tire hole. If you fold the trunk lid in half to the trunk floor you can only use a total of 25” (5-5” plates) of weld to attach it to the floor. 2-1” All-thread may go from the trunk lid to the frame or trunk pan. If it passes through a body mount hole you must have a 1” spacer between the body and frame. If welding to frame Bolt must be welded vertically and no more than 4” of weld. Bolt must pass through trunk lid and not through fender. GM Wagons - Must remove all rear decking and seat components.

36. 03 AND NEWER—MUST READ IF RUNNING 03+ All suspension and engine cross member must be from factory ford 80’s-90’s cars. I will allow you to weld in a factory engine cross member 1/2in seam welded you are the allowed to construct a spring pocket out off 1/4in flat material to make a C channel. This must be 2in narrower then top a-arm at any point and must be bolted through factory spring pocket hole of frame no plug, butt, or seam welding at any point. You may weld C channel spring pocket to engine cross member solid weld only 2 passes 1/2in weld not frame must be 1/2in hole top and bottom for inspection if I can’t see what I want you will be asked to make bigger. Then any steering, a-arms suspension with be bolted in factory location with factory sized bolts. Or you may buy or make a complete bolt in setup if going that route no welding of any kind but must be all factory suspension no after market and must be within 1in of top and bottom a-arm . If running 03 you can only tilt at a factory welded seam or

tranny cross member do not tilt further back then this. Judges rule is final do not abuse this rule or I will do away with them!!!!!!