

it must be external You cannot "stub" or shorten the front or rear of the car body or frame. K-Member can be bolted in with 1" allthread. NO WELDING...YOU WILL CUT.

Bumpers: Any year bumper permitted. All bumper seams may be welded, bumpers may be loaded, and bumper must be a factory car bumper. Store bought homemade bumpers are allowed YNW or DEC. Fabricated tube bumpers need to be approved by official. You may weld a piece of strap (6"x 1/4") from frame to bumper 1" overlap on each end. This is to aid in keeping bumpers off the track. No kickers to bumper Maximum bumper height 22" to bottom. Minimum bumper height 14" to bottom. If used, pointy bumper must not be more than 14 inches to the point.

Engine / Transmission: Any 4 or 6-cylinder engine allowed. Must be mounted within 6" of factory motor position. Engines cannot protrude into the passenger compartment before the race. ENGINE CRADLES ARE ALLOWED...**IF RUNNING FULL CRADLE, YOU MUST USE FACTORY RUBBER MOUNTS ONLY! (NO AFTERMARKET MOTOR MOUNTS/NO SQUARE TUBE WITH RUBBER INSERTS)ENGINE CRADLE MUST HAVE 1" GAP OFF OF K-MEMBER. YOU WILL CUT YOUR CRADLE IF IT RESTS ON K-MEMBER. Front wheel drive cars can weld motor mounts and replace the top mounts with 2x2 square tube factory length. Must be in factory configuration (not to be used to strengthen the car In any way.) Transmission oil coolers and engine oil coolers are permitted. They must be secure and contained and covered inside the car, for the driver's protection. Slider shafts are allowed. OEM crossmember or 2" x 2" square tube. Factory Style Rubber Transmission Mount must be used.

HOMEMADE Gas Pedals and Shifters Are Allowed Gas Tank and Fuel Pump Stock gas tank MUST be removed from original position and mounted in the rear seat area and secured. No rubber or chain straps. All tanks must have a secure cap. A marine tank or fuel cell is strongly recommended. All lines and fitting must be leak proof and meet approval of the track officials. Electric fuel pumps are allowed. All lines must be run inside the car, not along the frame underneath. All lines should be double clamped.

Steering & Suspension Suspension: must be original factory suspension for that car. Aftermarket Tie rods are allowed You cannot convert front suspension. IE: Factory strut car must remain factory strut. Factory A arm car must remain factory A arm. You cannot convert rear suspension from coil to leaf. Front struts can be welded solid with single bead of weld, sleeved, or aftermarket ones allowed (i.e. NLR, #Baggernation, or Tanked A-arm cars get 4" total of strap 2" wide 1/4" thick to secure a-arms down per a-arm. Coil spring cars may not substitute pipe or tube for spring. any automotive rear end. On leaf sprung cars, no more than 5 springs allowed per side and must be mounted in factory location with factory style hardware. You may have five (5) spring clamps per spring. Maximum 1" wide 1/4 thick. The leafs must have a 2" stagger front and rear. You can shorten trailing arms, use minimum overlap and weld. NO doubling or reinforced trailing arms. Front wheel drive cars, rear struts can be welded solid or sleeved but all trailing arms and rear axle assemblies must remain factory.

Tires: Black rubber and round. Wheels, 19" max beadlock or rim guard. Weld in centers/Multi center are ok. Valve stem protectors are ok.

If it doesn't say you can do it, don't assume that you can. IF YOUR FRAME OR K-MEMBER IS LOADED OR REWELDED THEN YOU WILL LOAD WITH NO CHANCE TO COMPETE.

Any questions or for more info: CONTACT Lead Tech: Monsta Dixon, 615.753.3458

MODIFIED BIG CARS

1. All 80s and newer cars will be allowed 22" x 6" x 1/4" hump plates. Strait or contoured ok
 - 03up Fords, Lincoln, and Mercury must utilize factory aluminum cradle and oem rack and pinion steering. Steel bolt over factory alum cradles allowed and cannot be welded to frame anywhere. Please have cradle preapproved if in question at all. 98up Ford, Lincoln, and Mercury may use Watts conversion brackets. Old Iron are not allowed to tilt or cold bend 12" x 6" x 1/4" thick hump plates allowed.
2. BODY - Body creasing is allowed. Rear quarters must stay standing. - Trunk must have 10" hole for inspection purposes. Hood must be open during inspection and have 10" hole over engine for fire safety
 - Firewall can be cut for clearance. You can remove it but cannot add it.
 - (2) 3" wide max steel plates or chains can be welded from roof to firewall for driver safety. 6" exposure max on roof and firewall.
 - Driver's door can be welded solidly and/or have 1/8" door skin for safety. You are allowed 6" on and 6" off on doors and trunk. 3" wide x 1/8" max
 - Hood can be secured with 6 points total. Core support body mounts 1" max and additional (4) 5/8"max. 2"x2" angle 2" long with single bolt can be used to secure hood. Trunk can be welded 6" on and 6" off with 3" wide x 1/8" max strap. (2) of the body bolts may extend through trunk lid. 36" max length
 - Back window bar 3" max diameter. 6" mounting plate and must attach within 4" of where speaker deck and trunk lid meet.
 - Expanded metal or 1/8" steel radiator guard 32" wide max can be welded 6" on 6" off OR bolted to core support.
 - Do not move core support.
 - No body seams may be welded other than what is stated in the rules.
 - Fenders may be bolted together using 5- 3/8 bolts per fender.
 - 5 spots of double stranded #9 wire may be used from hood to front bumper and also 5 spots from trunk lid to rear bumper.
3. FRAME/BUMPER - Bumpers may be homemade but points must be equivalent to Chrysler Pointy or less.
 - Bumpers can be welded straight to frame. No welding more than 6" from back of bumper.
 - Factory bumper bracket can be used but no welding on frame more than 6" from back of bumper.
 - (2) 3"x6" x1/4" plates can be used per frame rail in front and same for rear to assist in mounting bumper. IF no bumper shocks are used. You cannot have bumper shocks and 3x6 plates. No welding of plates or bumper shocks more than 6" from back of bumper.
 - Max shortening of front frame is to the front side of factory core support mount. Do not move nor alter the factory core support mount in any way. No shortening of rear frame.
 - No other welding on frame other than what is listed in rules. Any illegal alterations to the frame will result in disqualification.
 - No frame shaping.
 - Factory crossmembers or 2x2 tubing. 3x3 angle 6" long may be used to mount crossmember.
 - No painted frames. If frame is painted, you will not be allowed to run.
4. ALL CARS FRESH OR PRE RAN will be allowed (4)- 4x4 x 1/4" plates. Plates cannot be used as driveline kicker or frame pin. Plates can be bent. Plates cannot be cut in half and used in multiple spots. If ANY car fresh or pre ran comes through inspection with more than 4 plates, there is no option to cut and you will forfeit entry fee and be loaded.
 - Sway bars can be used but must not have contact with pulley protector at any time. Sway bars must bolt on and use factory style frame mount. DRIVETRAIN
 - Lower cradle only on engine, front plate on cradle is ok. Steel bell and steel tail are ok but nothing can connect bell to trans other than pump bolts.