

Mod rules

Compact Rules:

Fresh cars are allowed, 6 plates, 4x4, 3/8" thick max

Pre-run cars are allowed, 8 plates, 4x4, 3/8" thick max

GENERAL: Cars can be powered by a 4 or 6 cylinder engine. 108" FWD and 106" RWD Maximum wheelbase No shortening of cars to achieve wheelbase limits. No full frame cars. If 4x4 cars are used, front or rear drive shaft must be removed.

Batteries: must be located in passenger compartment. TWO Batteries are allowed.

Cars MUST have working seatbelt and brakes. MANDATORY!

Body: No body seams may be welded. No doubling of body panels allowed. Fenders may be bolted together. Max of 10 3/8" Bolts Above Fender Well Only! No bolting inner fender to frame. Outer fender area above wheel.

Doors: may be chained, wired or welded. 3" x 1/4" x 6" plates. 6 inches on 6 inches off. You must have an 8"x8" inspection hole in trunk lid. Rust repair is limited to floor boards and roof only. Patch metal must be same thickness as floor board. 1" overlap to good metal outside of rust area stitch welded only. Do Not abuse this rule or you will cut. MUST HAVE PICTURES OF RUST REPAIR.

Front Windshield Bar is MANDATORY. It is limited to a 3" wide x 1/4" thick strap or a chain/9 wire loop.

Body creasing is ok.

NO REAR WINDOW BAR. Window lips cannot be welded solid. 6" on 6" off only.

Radiator and Core Support Radiator must be in stock position Any automotive type radiator can be used. Aluminum Radiators are LEGAL. NO Homemade Radiators Allowed No Reserve Tanks and No Added Cooling Capacity. One Electric Fan, mounted to Radiator may be used Factory Core Support MUST be used. No fabricated core supports. Do Not Move Core Support Factory condenser or 32" wide by 1/4" thick mesh radiator protector is allowed.

Hood: You can have one of the following: (6) 2" long pieces of 2" x 2" angle with a single 3/8" bolt thru them. (6) 5/8" MAX all thread, welded to sheet metal only, 3" weld 1 side Hoods must have 2 holes, at least 4 inches in diameter on each side of the carburetor. If the hood is removed, either the fan or the fan belt must be removed. Hoods MUST open at inspection. Hoods may be secured by 2 pieces of all thread thru core support. 1" diameter max. All thread cannot be sleeved.

Trunk: You may use 4 pieces of all thread to secure the trunk lid. All thread can go through the rear frame or be welded to the side of the frame. If going through the frame the washers may be no larger than 3" in diameter. No sleeving all thread and no nuts directly under the trunk lid. You can have 4 pieces of #9 wire from trunk to rear bumper. Trunk can be welded down with 3" by 3/8" thick strapping 6" on 6" off.

Cage: All cars MUST have a cage and roll over bar. 4" pipe or 4" x 4" square tubing MAX. THIS IS FOR DRIVER SAFETY. A 4-point cage is required and limited to 4 points only. Your cage must have a dash bar that must be 4" from the firewall. Your cage must have a bar behind the driver's seat no more than 12" away from it. You must have (2) side bars and they must not be farther than the rear wheel humps and must not extend past your dash bar. The side bars must not be welded to the rear humps. Roll over bar cannot be more than 12" behind the driver's seat. It may be welded to rear sheet metal; you may use a 6" x 6" plate 1/4" thick to aid in attaching the bar. It can be welded or bolted. Roll over bar may be bolted to the roof. Roll over bar cannot run through to frame. The cage can be welded to sheet metal only. You can have up to four (4) down posts, two (2) per side. You must have a dash bar, a cross bar behind the seat and two (2) door cross bars. Nothing can be run between the rear wheel humps or welded to the humps.

Gas Tank Protector is allowed. 24" wide and 3" off of the speaker deck. Max 6" gusset from rear seat bar only. Do not connect side bars to gas tank protector.

Frame: No welding to frame seams. ALL factory frame holes must be left open. You can shorten the front frame only to aid in mounting the front bumper. (no shortening beyond core support) You are allowed ONE

of the following options, a 12" bumper shock max 2x2" diameter OR 3/8" PLATE 12" long 3" wide to the side of the frame. Must attach to the bumper. Bumper shock can be internal. We will drill the frame to check. If plate is used 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,
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