

PRO CLASS RULES

1. Any car except limos, hearse, compacts or convertibles, must be hard top. The following must be removed: all glass, original gas tanks, all seats except driver's seat, head lights, all chrome, wipers, antenna, door handles, mirrors, sun visor, rear compartments of station wagons, and all other loose items. The sheet metal is to remain in stock position

2. Any size tires 16" maximum. No liquid materials in tires (water, foam, cement, etc.) will NOT BE PERMITTED. Air only. Double tires accepted. ONLY STOCK WHEELS CAN BE USED. Valve stem protectors and weld in multi lug centers will be allowed. All thread through rims is not permitted. Wheel weights and hubcaps must be removed.

3. The sheet metal is to remain in stock position.. No folding of quarter panels over trunk lids. Trunk lids may be wedged but not attached to the floor by any means. Must cut 2 holes, 12" minimum in trunk for inspection. Maximum of (12) 3/8" bolts allowed around holes, each hole for a maximum of 6.

4. Hood must be 100% in stock location, open for inspection. May use six 1 inch bolts for hood. Minimum 8 inch hole with excess sheet metal removed from hole must be cut in hood to enable firemen to put out fires. Front 2 body mounts may pass from bottom of the frame thru the core support and be used as front hood bolts. Stock hinges may be used as well to mount hood. Maximum of 3 inch washers permitted. Maximum of (12) 3/8" bolts total permitted around cuts. Not per cut. Make sure cooling fans are covered. One strap or chain from roof to cowl is mandatory for driver's safety.

5. You may cut and roll wheel wells for tire clearance. 6 bolts in each wheel lip 3/8" max bolt 1 inch washer. You may patch rust using same thickness of metal as area you are patching. 2 inch overlap on rusted areas. No overlapping of patches and no patching over factory seams.

6. All doors may be welded solid . Trunk welding 3 inches on 3 inches off with inspection hole. BODY SEAMS MAY NOT BE WELDED. Wires from body to roof (includes windows) are NOT PERMITTED.

7. Patches: rusted cars may be patched with tin only (STRICKLY INFORCED.) Stitch weld patches 1" on 1" off. Patch one side only (YOU MUST PROVE THE RUST.)

8. Reruns: up to 4- 3"x3"x1/4" maximum plate 1" on 1" off stitch weld with minimum 1" hole in center to prove rip. For driver's safety, rerun cars must have trunk/tailgate bent down or have an opening cut to see backward.

9. A steel bar or pipe (maximum 3" diameter) must be mounted securely behind the driver's seat, from door post to door post (NOT TO FLOOR). A steel bar or pipe (maximum 3") may be mounted across the dash also. You may run a maximum of 4 plates, 2 on driver's side compartment, 2 on passenger compartment, to be attached from dash pipe to firewall (maximum size 3" width x 8" length) no thicker than 1/4" diameter. MAXIMUM 8" from outside of dash bar. This is to stabilize the firewall from coming into driver's compartment only. Recommended mounting plate size to be no larger than 6" x 6" x 1/4" flat plate, maximum 6" behind center post. Post less cars may have one (1) 3/8 x 3" plate from sheet metal to sheet metal in place

of post. OPTIONAL: A halo roll cage may be put on pipe behind the driver's seat. It can be welded to pipe behind seat. Halo may touch door or door post on driver's side, but cannot be welded or attached in any way at that point. Halo can have (5) 1" welds on the roof on each side. Halo may not travel more than $\frac{3}{4}$ " across inside of car from driver's side. (Maximum diameter of 2") vertical with back pipe. You may also put pipes on driver's side and passenger side horizontally to be welded (attached) to front pipe and rear pipe. Pipes may not be attached to driver's door or passenger door in any way, Maximum 2" diameter.

10. Front suspension must remain stock unless otherwise stated. Front suspension may be secured in one of the following ways: (a) A-arms may be folded down and welded to frame. No metal to be added. Or (b) Lower A-arm may have a 2" wide straight strap $\frac{3}{8}$ " thick attached to frame. The strap must be installed vertically no more than 2" of weld on frame. (c) One 2" pipe from lower A-arm to bottom of frame rail. You may choose one of these three options. Rear control arms, $\frac{1}{4}$ " plate maximum, may stitch weld 1" on 1" off and drill two 1" holes for inspection.

11. Body mounts may not be moved. Body mounts to $\frac{1}{2}$ " maximum with (1) 3"x $\frac{1}{4}$ " plate (STRICTLY ENFORCED) Plate or washers may not be welded or bolted to frame. You may be asked to remove new body mount bolts. There will be no welding of seams maximum of 2" overlaps on front frame, repair at jack point allowed on reruns if it had to be replaced. Weld repairs for reruns in front of control arm must be butt welded. (No exceptions).

12. Maximum $\frac{3}{4}$ " diameter all thread instead of shocks are permitted on rear only.

13. Any year OEM car bumper is permitted (DEC bumpers accepted), bumpers may be cut to remove sharp edges. No extra reinforcements (bolts, washers, etc.) Chain around bumpers may be welded or bolted to bumper shock to keep bumper from falling off. Chains may not be heavier than $\frac{3}{8}$ ", 3 links must be free from welds, maximum 3 links welded to frame on each end. You may weld your bumper chrome to the face plate top and bottom. No extra metal to be added, weld only. You will be asked to cut an opening to prove there is nothing that has been added. Front and rear bumper height to be 22" maximum to bottom of bumper and will be checked in three places. Maximum of $\frac{3}{4}$ " plating may be used no larger than 6"x6" welded onto the bumper shock plate if a different make bumper is being used on car only (1) plate is permitted. Reruns: bumper height maximum of 24" checked in three places no exposed frame rails, no protruding bumper shocks will be permitted. Bumpers may be welded on, if bumper shocks are left in original position. Bumper may still be welded on. If bumper shock is removed you can weld the bumper to the frame rail. One six by six plate can be added to bumper. No extra reinforcement to be added to frame rail. Cars cannot have bumper shock inside frame rails if bumper is welded straight to frame rail. No exceptions. You will not run.

14. Relocated gas container must be secured firmly behind driver's seat in metal approved cans or boat cans will be accepted. Gas tank protectors are allowed, may not exceed front of the humps and may not be fastened to body or frame in any way.. Maximum of 10 gallon gas can only.

15. Radiators cannot be relocated. They may be banded (2 bands maximum) to core support vertically or horizontally. Chrysler radiator mounting bracket to be 3"x3"x $\frac{1}{4}$ "x6" long max. To be mounted to core support. Overflow must be pointed towards ground & attached to car so it will not spray forward. WATER ONLY, Expandable foam or antifreeze (crowd safety) is not permitted. Radiators may have an ac condenser mounted in front of radiator. AC condenser can be bolted or welded in 4 spots, bolts not to exceed $\frac{1}{2}$ "

diameter and welds not to exceed 1" diameter. AC condenser may not exceed 2" past radiator hole. No home-made grates or grids.

Homemade grates, grids, cover plates and cooling systems will NOT BE PERMITTED. Radiators can only be mounted to core support. All cooling systems must be under the hood. No cooling systems inside the car (driver compartment). Transmission cooler may be relocated behind front seat. Transmission coolers may be connected to seat bar or floor, not both. Tranny lines must be covered. Air cleaners will be mandatory.

16. Coil springs may be welded, wired, banded, bolted or chained (bottom only) to rear end. No coils inside of coils. Spaces will be allowed in coil springs to maximum 22" bumper height.

17. Skid plates may be welded on oil pan and transmission pan (separately), no more than 1" wider than the part.

18. If moving cross member. 12"x2"x1/4" maximum angle iron allowed for tranny cross member mounting points.

19. No coil to leaf conversions allowed.

20. For coil spring cars and unibody cars with leafs you may use a hump plate. They may be 3/4" X 6" X 24" and must be centered in the hump, they will be measured from the top center of the hump and must start no lower than the center of the frame. These hump plates may contour the frame or run straight across the hump. Only one hump plate per side. Can only be attached to the frame not body or rear end. No hump plates on cars with leaf and full frame cars

21. Leaf springs: all cars with leaf may have 9 springs on each side including the main springs and may be 5/16" thick max. (If a 5/16 wrench will not fit over spring you will not run.) Max. 2 3/4" wide springs must have min. of 1" stair step starting from the eyebolt. All springs must be mounted under the main axle tube. Springs may be clamped with factory tin clamps only, 2 behind axle and one in front per side, No duct tape, homemade leaf springs NOT PERMITTED. Only (1) main leaf, all springs must be under the main. A minimum of 12" height to bottom of bumper. No welding of leafs together. Springs may be relocated under frame, they may be no longer than 60 inches. Leaf springs on outside of frame only.

22. Frame: If repairs are necessary, frames must be factory frame, same year and model as car. Tilting frames are permitted and hybrid frames are not permitted. Chrysler Y frames can be plated top or bottom but not both.

23. 98 and newer- Watts-link conversion for Fords. You may convert a Watts-Link to a standard 4 link system in the following way: Use the upper and lower trailing arms and brackets off of 80's and newer Ford. After market brackets are allowed, but no thicker than 1/4 inch and may be attached with max of 3 - 1/2 bolts each side. No shortening of trailer arms, no positioning of brackets to strengthen the front down legs of the rear hump, must be mount in the stock location.

24. 2003 and newer: bolt in stock ford cradle 3/16" plate-one pass weld to cradle, bolted in stock location. Maximum 1" past mounting holes on plate. Upper a arm brackets single pass weld (bubble style a arms.) Front frame to remain stock length (no shortening) holes in front of frame must be left open. To mount steering box, you may weld a tube 1/2 maximum to the top and bottom of frame. Do not weld excessively,

do not pin frame to mount the steering box. Hard nose only. No bumper shocks permitted (inside or outside of frame.) car must be marked 03 and newer. STRICKLEY INFORCED!!!

25. Carb protector, distributor protector, and engine cradles are allowed. Protectors and cradles cannot touch frame in any way. They can be as wide as intake. If you choose to run one of these protectors, it must be a minimum of 2" from firewall or 4" from any pipe running across dash before you start the heat. THEY ARE NOT TO BE USED AS REINFORCEMENTS.

26. Kickers allowed from dash bar to the backside of upper control arms. No kickers to rear. No added metal to frame. Maximum Size 3 inch pipe or tubing.

27. Maximum 5 bolt rear ends on cars.

28. Just because it's not in the rules doesn't mean you can do it! If you are not sure, call or e-mail to ask. Don't just show up and expect to run.

1. Compact cars will consist of rear wheel drive cars (106 inch wheelbase or smaller) and any front wheel drive car (except for 1985 and older Eldorado, Tornado or Riviera).
2. No wedged sedans or smash top wagons.
3. Factory gas tanks must be removed! You may use a metal 5 gallon fuel cell mounted tightly inside of the car. Mount it wisely and not against or close to a door, if it is damaged, loose or leaking during the race, you will be shut down! Must use steel or fuel injection hose, double clamped. You must have a fuel shut off switch, marked clearly, FUEL!
4. Maximum 16 inch tires, no studs or self tappers. It may be stuffed with a tire inside of a tire and tube. You may also mount a sidewall on the outside. Valve stem protectors allowed. No connected V-bar tires allowed. Water, foam, cement and etc. is not allowed. Factory OEM Rims, you may use no bigger than a eight inch weld in center.
5. Over flow hose must be pointed towards the ground (crowd safety). Only water, NO antifreeze or expandable foam.
6. Radiators cannot be relocated. They may be banded in two spots to the core support.
7. You may leave dash in car, but remove anything that could come out. Example, radio, ashtray and etc.
8. Must have roof sign with driver number.

Drive train

1. Rear wheel drive's may run v8 motors. Motor mounts may be welded solid.
2. Rear wheel drive cross member can't be wider than 5 inches and must be bolted within 12 inches of factory location.
3. Front wheel drives may replace motor mount wishbones with pipe or square tubing. Mounts may be solid.
4. Fwd transmission mounts may be welded solid with a 8 inch long by 2 inch wide by 1/4 thick steel plate.
5. Front wheel drives must have factory cv shafts.
6. Rear wheel drives cannot use slider drive shafts. Factory drive shafts may be shortened or extended.
7. Center sections may be welded to achieve positive Traction.
8. You may mount a transmission cooler inside of driver compartment. All lines must be secure and double clamped.
9. Carb Protectors on FWD's must connect to the engine only.

Suspension

1. 20 inch maximum bumper height on fresh cars and 22 inches on reruns. This will be measured from the bottom of the bumper to the ground (if no bumper, it will be measured from the bottom of the frame rail to the ground). Suspension may be welded to achieve maximum height by welding the struts solid.
2. Struts may not be reinforced.
3. No leaf spring conversions. Maximum of 5 leafs per side with minimum 2 inch stair step in cars with factory leafs. No homemade clamps.
4. Rear trailing arms may be replaced with two by two inch tube or pipe or factory trailing arms stuffed with 1 inch rebar, stitch welded only.
5. You may modify the factory tie-rods for strength.

Bumpers

1. Any OEM bumper (except Chrysler pointy) may be used. It may be seam welded without any extra metal added. If bumper ends are capped off, you must have one, 1 inch inspection hole on each end of the bumper. Rear bumper may be seam welded also. No loaded bumpers.
2. You may hard nose the bumper or use 1 3/4 maximum tube diameter, bumper shocks. Shock cannot be slid into the frame the whole way, must be mounted factory. You may shorten the front frame rails if hard nosing.
3. You may weld a 6x6 inch, 1/4 inch thick plate on each end of your bumper for mounting purposes. This is meant to give you a flat surface for hard nosing to the frame.
4. If hard nosing, You may weld a 3 inch long square tube or pipe, 3 inch in diameter, onto your 6x6x1/4 inch mounting plate. This, then can be slid into your frame rail and welded. If you go over 3 inches, you will cut the excess off! You may not tie it into body mounts!
5. If hard nosing, Instead of using tube or pipe, you may weld 2 inch angle iron, 1/4 inch thick to make a box on the bumper mounting plate. It then can be slid over the frame rail giving you a one inch overlap on the frame. It may then may be welded or bolted to the car frame. It can only be on the outside of the frame and bumper.
6. You may use 2 twisted together strains of 9 wire or max 3/8 chain. (chain may be welded at connecting points) You can have one on each side of the car, from bumper to the top of the core support or from bumper to the top of

the car frame.

Body and Frame

1. Drivers door may be welded solid. You may use a protective panel, it can be welded solid and extend 3 inches past door seams.
 2. Passenger doors and trunk lid may be welded on the outside, using a 3x3 inch plate, 1/4 inch thick, spaced 3 inches apart. You may also weld them with a 6x6 inch plate, 1/4 inch thick, spaced 6 inches apart. Instead of welding your doors or trunk lid shut, you may use either 1 inch by 1/4 inch thick banding, 3/8's inch chain or 3/8's bolts every 6 inches.
 3. Absolutely no seam welding on the body, car frame or sub frame! Trailer hitches and braces must be removed. No plating, pinning, heat treating or welding shut factory holes on the car frame or sub-frame! Do not paint frame! No exceptions, you will cut it!
 4. Front Windshield bar is mandatory, only one. It may be connected from the cowl or front dash bar to the roof or to the roll over bar. You may use pipe, 9 wire, leaf spring, chain and etc. to do this. Welded or bolted. You have the option of one rear window bar, connected from the rear of the trunk lid to the roof. Welded or bolted.
 5. Wire or chain from body to the roof is not permitted!
 6. Patches on rusted cars may be patched with plates the same thickness as what you're patching. It can only be stitch welded 1 inch on and 1 inch off. You must prove rust!
 7. No more than 4 repair plates on reruns. 3x3 inch, 1/4 inch thick plate. It must be stitch welded 1 inch on and 1 inch off. Must prove damage.
 8. Body creasing will be limited to 2 body lines. Quarter panels must remain upright factory and not beat down.
 9. Trunk lids must have one 10 inch inspection hole, you may use 6, 3/8's bolts to bolt the skins together around that hole. Trunk lid may be dished, but you must keep 6 inches between floor and trunk lid. No welding the trunk to the floor. You may not use a car hood, trunk lid only. Trunk lid may be removed or tucked. You may weld two 3 inch spots from trunk to floor if you're tucking. You may cut out speaker deck, but the trunk lid can be welded to the quarter panels and tail light assembly only! NO extra metal added to the inside of the trunk!
 10. You may replace stock body mount bolt with a 1/2 inch bolt and use a 3 inch by 3 inch washer on the top and bottom. This must be done same as factory! Rubber and metal spacers must remain. No added body mounts. If rusted out, you may repair using Body Rule #6.
 11. Gas tank lid may be stitch welded shut 1 inch on, 1 inch off or you may use 3, 3 inch by 1/4 thick plates. Door handle holes may be stitch welded shut with a 1/4 thick max plate, can overlap door handle hole by 1 inch.
 12. Car must have stock hood in stock location. Hoods must be open for inspection. You may cut off excess hood and bolt skins together with four 3/8's max bolts. You may also fold excess hood down, but cannot be welded or bolted to anything! No folding excess hood over and creating a double effect. Minimum of one 12 inch hole in the hood to enable firemen to put out fires. You may bolt the skins together with 10, 3/8's max bolts around that hole.
 13. You can have up to 6 hood bolts, 5/8's max bolt. Hood washers can be up to 4 inches in diameter by 1/4 inch thick.
 14. Fender wells may be cut out. Inner and outer panels may not be welded together anywhere. Fender wells may be bolted in the following way, 4 3/8's max bolts, with 2 inch washers.
 15. You may crease or cut the top of the rear frame rails. You may also pre bend the rear end of the car up, but must adhere to the height limit.
 16. Core supports may not be moved back.
 17. Sub swaps permitted, It must be done factory way, NO added metal, bolts or welding. No switching of makes!
- #### Cage
1. You may have a four point cage. You may weld a side bar from dash bar to the rear driver's seat bar, connecting them together. (max 4 inch pipe or square tube). Rear bar is mandatory, it must be mounted securely behind the driver's seat, from door post to door post (not to the floor). You may use a (6x6 inch, 1/4 inch thick) steel plate, welded to each end of the dash and rear bars to help you connect it to the door post and front panels. This 6x6 plate may then be welded or bolted with 4, 1/2 inch bolts to the door post and front panels.
 2. You may have a roll over bar (3 in pipe or square tube) It can be connected to the rear driver seat bar only. It must be horizontal and connected together on the outside of the roof. It may touch the roof, but cannot be bolted or welded to the roof in any way.
 3. You may have a gas tank protector, (3 inch in diameter) pipe or square tube. Two pipes 24 inches apart, welded to the driver seat bar and connected together in the rear. It may angle down towards the rear floor boards, but it can

NOT go past the speaker deck and into the trunk.
***** If it is not in the rules, please ask first before doing!*****

DEMOLITION DERBY GROUND RULES

1. All drivers must be 18 years of age or older. Younger contestants must have a notarized release signed by a parent or guardian.
2. Pit passes will be issued only after signing A "Release from Liability" form. Individuals under 16 must be accompanied by a parent or guardian in the pit area.
3. Unsportsman-like conduct and/or behavior will not be tolerated.
4. Positively NO alcoholic beverages are permitted on grounds. (All vehicles entering the pit area will be checked.
5. No obscene gestures, words or graphics on cars and/or drivers.
6. All cars must be removed from the grounds 2 hours after completion of the Derby.
7. All drivers must supply their own car.
8. You have 60 second time limit to restart and make contact with an "alive" car.
9. There will be security guards on duty with arresting authority.
10. Demo cars must enter Carter Avenue entrance only.
11. A driver's meeting is mandatory for ALL drivers.
12. There will be no protests allowed. The officials will inspect the last 3 running cars.

ALL DECISIONS OF THE OFFICIALS ARE FINAL!!!!!!!!!!!!!!

Stock Class - Indiana

1. Any car accepted except limos, hearse, compacts, imps. Or GM leafsprng wagons,or convertibles, must be hard top.
2. The following must be removed: all glass, original gas tanks, all seats except driver's seat, head lights, tail lights, all chrome, wipers, antenna, door handles, mirrors, sun visors, rear compartments of station wagons, and all other loose items.
3. The sheet metal is to remain in stock position, no shaping, forming, creasing will be allowed.(no wedging)
4. Hood must be 100% in stock location, open for inspection. May use six ½ inch bolts for hood. Hood can only mount to upper core support or inner fender only. Stock hinges may be used as well to mount hood. Maximum of 3 inch washers permitted. Front 2 body mounts may pass from bottom of the frame thru the core support and be used as front hood bolts.
5. Fender wells may be cut out. Inner and outer panels may not be welded or bolted together anywhere. No riveting of inner and outer fenders, hoods or trunks.
6. May change 6 body bolts. Body mounts to ½ inch maximum with 2" X ¼ " washers or plate on each side of bolt. STRICKLY ENFORCED. Plate or washers may not be welded or bolted to frame. You may be asked to remove new body mount bolts.

7. . All doors may be welded solid . Trunk 3 on 3 with hole. BODY SEAMS MAY NOT BE WELDED. Wires from body to roof (includes windows) are NOT PERMITTED No wires or chain from body to roof, body to frame or from cage to frame.
8. No welding of frames allowed. Unless rust repair. 1" on 1" off. Patch must be 1/8", one side only, not to exceed 1" past rust hole. MUST PROVE RUST.
9. Patches: rusted cars may be patched (patches must be tin) strictly enforced. Stitch weld patches 1" on 1" off, not to exceed 1" past rust hole. Patch one side only (you must prove rust).
10. Reruns: rerun fixes must be stitched welded only. Stitch weld split seams 1" every 6" on reruns only. Do not add metal. For drivers safety, rerun cars must have trunk/tailgate bent down or have an opening cut to see backward.
11. No suspension modifications allowed, must remain strictly stock – STRICKLY ENFORCED
12. Shocks must be stock, working shocks, mounted in original locations. No home-made shocks, no welding of eyes. No circle track shocks or off road shocks.
13. Home made or slider shafts are permitted, distributor protectors, or cradles may not be used.No transmission protectors.
14. Only lower stock engine mount may be welded or chained.
15. Stock rear end only, OEM for that car. Rear end gears may be welded or use a spool. Rear end housing and axle tubes may be braced as long as the suspension frame and body remain stock
16. Drivers doors must be padded, or door panel on.
17. Only stock wheels can be used. Valve stem protectors allowed. Liquid materials (water, foam, cement, etc) is not permitted. No double tires.
18. 16", 8 ply maximum, Only DOT tires can be used, tubes are permitted, no hyster tires, no directional tires, no paddle tires.
19. Must have a brace coming from fire wall to roof, for drivers safety. Rear brace from roof to speaker deck . MANDATORY
20. 5 gallon metal Gas tank and battery must be secured to floor only. Gasoline only, no alcohol, no gas tank protectors. The tank must be behind seat. Battery mounted to floor (not in seat) must be separated at least 5 feet from relocated gas can and secured firmly in place. It is mandatory that the battery be covered. Only 1 battery is permitted, any size (i.e. 12 or 14 volt, No 24 volt batteries permitted).
21. A steel bar or pipe maximum 3" diameter must be mounted securely behind the driver's seat from door post to door post (not to floor). A steel bar or pipe maximum 3" may be mounted across the dash also. You may run a maximum of 4 plates, 2 on driver's side door compartment, 2 on passenger compartment. To be attached from dash pipe to firewall. Maximum size 3" width X 8" length. No thicker than ¼" diameter. This is to stabilize the firewall from coming into drivers compartment only. Recommended mounting plate size to be no longer than 6" X 6" X ¼" flat plate maximum 6" behind center post. Post less cars may be 1 3/8 X 3" plate from sheet metal to sheet metal in place of post.
22. There will be no chains, wires or anything else from frame to body or from frame to cage, No exceptions.
23. Bumpers may be cut to remove sharp edges, no extra reinforcement – bolts, washers, etc. chain around bumpers may be welded or bolted to bumper shock to keep bumper from falling off.

Chains may not be heavier than 3/8", 3 links must be free from welds, maximum 3 links welded to frame on each end. All bumper shocks, front and rear, have to be working, no welding. Face bar cannot be welded to reinforcement. Only stock bumpers of that particular car allowed, no interchanging style of bumper from the stock. Front and rear bumper height to be 22" maximum to bottom of bumper, checked in three places.

24. Coil springs may be welded, wired, banded, bolted or chained (bottom only) to rear end.
25. No coils inside of coils.
26. Leaf springs must be in stock location, no home-made leafs, no home-made clamps, no adding leafs, no welding leafs, no reverse arch leafs, no flattening of leafs, must be stock shackles on leafs.
27. Skid plates may be welded on oil pan and transmission pan (separately), no more than 1" wider than the part.
28. Must cut 2 holes, 12" maximum in trunk for inspection. Maximum of (8) 3/8" bolts allowed per two holes. Removal from inspection line if not cut out.
29. Radiators cannot be relocated, may be banded (2 bands maximum) to core support vertically or horizontally. Chrysler radiator mounting bracket to be 3" X 3" X 1/4" X 6" long max. to be mounted to core support. No home-made radiators. Overflow must be pointed towards ground and antifreeze (crowd safety). Radiators may have an ac condenser mounted in front of radiator. AC condenser can be bolted or welded in 4 spots, bolts not to exceed 1/2" diameter and welds not to exceed 1" diameter. AC condenser may not exceed 2" past radiator hole. No home-made grates or grids.
30. Home-made or aftermarket gas pedals and shifters are permitted.
31. No fresh painting of inside of vehicles. No undercoating underneath, inside or on frame.
32. Exhaust coming out of hoods must be pointed straight up. If exhaust is considered to be pointed in a direction of danger to fans or other drivers the car will be disqualified.
33. Home made Steering columns, or aftermarket may be used..
34. Motor swaps allowed.
35. After 2nd fire in the same vehicle, in same event, the car will be disqualified.
36. Stay in car and do not loosen safety belt until event is stopped or over.
37. No deliberate hitting of drivers door. Do not use driver's door as a shield.
38. No oil or trans cooler allowed. OE radiator cooling only.
39. If your car does not pass stock inspection you will be allowed to run pro-class if the vehicle follows pro-class rules and passes that inspection.
40. All cars pulling on to track will be checked for seatbelts, brakes, secured battery and gas tank, helmet and safety glasses. Failure to comply will result in disqualification.