

## ICON CLASS RULES

- NO BLACK CARS, at any show in any class, exception first team registered and last year's Champ. No dark colors without contrasting lettering scheme. All cars must be painted, this is a premier event and we expect your cars to look sharp.
  - All vehicles must have a roof sign, Minimum 15" x 15", Maximum 24" x 24", contrasting colors. -These may not be positioned in such a way as to strengthen the car. Official's decision is final.
  - No Imperials, any year, Imperial sub frames, Ambulances, Hearses or limousines allowed.
  - All bodies must be mounted on stock OEM frames for that year and make of car.
  - NO PAINTING, BUFFING, OILING OR UNDERCOATING OF FRAMES. THESE CARS WILL NOT BE INSPECTED OR ALLOWED TO COMPETE.
  - Driver must wear helmet, seat belt and eye protection at all times.
  - All vehicles must have a fire extinguisher mounted within the drivers reach, inside the car.
  - All Drivers must pick up trophies, earnings and all goody bag items at the completion of the event, or forfeit them. They will not be available after that date.
  - There is no working or storing cars in the camping area. All cars will be worked on and kept in the pit area. Cars/ Drivers that do not abide will be disqualified.

No work will be performed on cars in a enclosed tent or en-closer. Pop up tents are welcome with max of 2 sides. Cars/ Drivers that do not abide will be disqualified.

### COMPETITION RULES:

- Drivers must remain in the vehicle with helmet, seat belt and eye protection or until notified by an official that it is safe to exit the vehicle.
- Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rules. If you use the door defense repeatedly you will be disqualified.
- No hot rodding in the pits. Keep it at an idle.
- Any open door will be cause disqualification, you are allowed one fire, and then second fire will be cause for disqualification. You may return in later rounds.
- Sandbagging is not tolerated and will be strictly enforced. Locking up the brakes prior to a hit for anything other than a driver's door will be a cause for disqualification. The fans pay to see a show, put one on for them!
- You must make AGGRESSIVE HIT every 60 seconds.
- You will be given ample time for restarts. We do not use the clock exclusively. We try to work with you if you are hung up. Hitters get more time than sandbaggers.
- This is not a team event(except SE); team driving will not be tolerated.
- THERE IS NO ALCOHOL IN THE PITS. This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
- All cars are subject to a post race inspection before any prize money is awarded.
- You must be a driver to protest, the fee is \$100 and you must have cash in hand. This protest must take place immediately at the conclusion of the feature event. The protesting driver must have competed in the same class as the driver he is protesting.
- Any questions, CALL FIRST. Don't assume anything. The Officials decision is final.

### GENERAL PREPARATION:

- All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the trunk or doors.
- All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc. No added weight to any car.
- Rear seats in all cars and all decking in station wagons must be removed.
- Front seats must be securely bolted to the floor, however, these bolts may NOT go thru the frame! You must have a functioning seat belt.

- All flammable materials must be removed from the car other than safety padding and the driver's seat.
- No fresh sedan or wedge cars are allowed.

### **TIRES & BRAKES:**

- No tires taller than 30". 4 wheels max per car. No dual tires.
- No split rims, studded tires or 100% solid wheels, you may use aftermarket center with various bolt patterns, solid centers are fine. Welds must be approved by judges on rear tires. Stay off the area of the rim the tube touches, except to weld your center into the rim.
- Valve stem protectors allowed, wheel weights must be removed. Valve stem protectors may not extend more than 6 inches from valve stem. Not allowed to be a rim protector.
- Inner bead locks must not extend past stock tire bead area, not to exceed 2 inches wide, 1 inch outer lip ring allowed on outside bead.
- Doubled or foam filled tires allowed.
- All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
- You may not change tires after inspection, ride height will be measured with your competition tires only.

### **BUMPERS, BUMPER BRACKETS:**

\*\*\*\*\*Bumper may not exceed 9"x9".\*\*\*\*\*

- BUMPERS are interchangeable for all cars.
- BUMPER-IF you start with a stock/replacement bumper you are allowed to re-enforce inside of bumper. Also, bumpers must start and stop at the end of the frame. Bumper must appear stock from the stands with no spike or protruding items.
- All bumpers must have a factory skin, if your bumper will not fit in a factory skin, it is too big
- You may weld the outer chrome skin to the bumper inner frame
- Bumpers may be cut to keep them out of the tires.
- Bumpers may be flipped (upside down).

### **BUMPER MOUNTING:**

- You may mount your bumper one of two way, not both.
- You may shorten frame in front of mount but must utilize stock body mount hole.
- You may weld the bumper seams, bumper shocks and the brackets to the frame. You may not weld any further than 4 inches behind the radiator support AT ALL when mounting your front bumper brackets on any car. No bracket or welding may be done further than 4 inches behind the radiator support other than the top frame seam. – NO EXCEPTIONS!
- If you choose not to use brackets, you may weld your bumper directly to the frame.
- You may not weld the bumper to the body at any time.
- Compression bumper shocks may be drained, slid back into the shock and welded fully.
- All bumper brackets and shock components must be OEM automotive materials.
- You may not reconfigure a bracket or change shock mount location.
- Only shocks allowed inside frames are the original shock and configuration from factory.
- No REAR bumper brackets allowed on front. - You are not allowed to plug weld frame holes on BOP cars.
- Buick, Olds and Pontiac may fill the large hole in the frame behind the radiator support. This must be a butt fit, 1 pass weld only. NO overlap allowed. - (2-straps 1-Per side )You may weld a 2" x 6" x 1/4" strap from the bumper to the frame to help keep the bumper on the car  
This must remain in one piece. It cannot be angled to the corner of the bumper to form a kicker. 6" is the maximum length.

\*\*OR\*\* (pick one not both)

\*Second method to mount bumper:

- Remove all brackets and shocks and discard.

- Leave forward radiator support mount in stock location (bolted/floating mounts such as Cadillac may be welded to frame in stock location.
- You may shorten frame in front of mount but must utilize stock body mount hole.
- You may weld core support spacer to bumper
- (2 plates 1 per side) You May weld a 4 inch wide by 3/8 thick plate from bumper to forward most part of top A-arm bracket , any outside frame side(top/bottom/inner/outer) one side only you pick, nothing inside. Do exceed. - You may run 4 loops of #9 wire from the radiator support to the bumper in 2 locations outside of the radiator - You may weld (2)- 2" x 6" x 1/4" strap( per side) from the rear bumper to the frame to help keep the bumper on the car.
- You may also run 2 pieces of all thread 5/8" x no more than 14" thru the body pan to help hold the rear bumper on. 5" washer maximum for this bolt.
- Bumper height must be 16" to 22" measured to the bottom of the frame at the back and front body mount location.

### **SUSPENSION and STEERING:**

- NO SUSPENSION PART MAY REINFORCE FRAME
- any after-market or OEM automotive spindle accepted.
- Leaf springs must be in the factory position.
- You may change coil springs
- Suspension must be factory car suspension unless stated otherwise.
- You may remove the shocks and replace with 1" all thread.
- You may weld and bolt down your upper A-arms. 1- 1" bolt max per A-Arm. No pinning the frame with the A-Arm bolt.
- A arms must be bolt to frame brackets that came on frame from factory.
- You are allowed 2- 2" x 6"x 1/4" max straps per upper A-Arm. These straps may only be welded from upper A-Arms to frame/ spring pocket.
- You may reinforce your tie rods, but you must use the OEM tie rod ends.
- Pipe Tie Rods are allowed but you must use the stock ends, no aftermarket hiems.
- Steering wheel to Steering gearbox may be modified.
- Aftermarket steering columns allowed.
- No pinning frame with any steering or suspension mounting.

### **FRAMES:**

- No bolting, welding or adding any materiel/ substance to strengthen the frame unless stated in the rules. This includes pinning frames.
- The only frame welding allowed is from back of box/ bulk head forward to front bumper. Top and bottom side of frame maybe welded. Do not re weld A-arm brackets to frame, , no more than 1/2" wide bead max .
- The bumper strap to frame welding is covered in the bumper section.
- NO other frame welding is allowed. No plating, stuffing, heat treating or foam filling of frames is allowed. Do NOT paint or undercoat your frame or you will not even be inspected and loaded. We want to see all welds bare, DO NOT PAINT!
- You may weld your motor mounts to the engine cradle, not to the frame rails.
- Rear frame rails may not be shortened. No dowel pinning of the frame is allowed.
- You may notch the frame for minimal pre-bending, but do NOT weld the cut.
- You may run a chain or cable or #9 wire from rear rail to rear rail behind the rear humps. 3/8" chain maximum.
- You may chain or wire your axle to the frame hump. You may NOT use strapping of any kind for this. Wire or chain only. 3/8" chain maximum. Chain must go around frame on full frame cars, do not bolt through hump creating a frame pin, and except uni-body cars may use 1 bolt per side thru the frame for this.
- You may not weld the chain links to create a bar effect.
- There is no frame shaping allowed at all. Do not sharpen the corners of the frame or square them in any way.
- Hump plates may be added to any coil spring cars, may be 3/8 inch thick max, 22" long by 6 inches tall and must be centered on hump. You may make or buy your own. You may plug weld. These may not be welded on in a way to impede any natural rear-end move.

Leaf spring cars get a 11" hump plate, 3/8" thick max by 6" tall and must be centered on hump. You may make or buy your own. You may plug weld. These may not be welded on in a way to impede any natural rear-end movement.

#### **LEAF SPRINGS:**

- 9 leaf maximum, 5/16 " max thickness, 2 ½" wide maximum.
- 58" minimum, 60" maximum spring length.
- Stagger - 3" long side (rear of axle), 2" short side (front of axle).
- 5 clamps per spring, 2 in front of the axle, 3 behind the axle.
- Clamp material 1/4" thick, 2" wide, 2 – 3/8" bolts per clamp.
- U-bolts - 1/2" maximum
- No homemade mounting plates or over sized U-bolts will be allowed.
- No welding on the spring pack
- No flat spring cars - leaf pack must have a minimum of 2" of arch.
- No duct taping of springs prior to inspection.
- Postal Mopar brackets are excepted (only 4- 1/2 bolts) when mounting spring to rear-end stay tight to rear-end like factory

#### **Coil Spring to Leaf Spring Conversion:**

Leaf Convert is only allowed a 11" hump plate ( SEE FRAME RULES FOR DETAILS).

- Any rear end - 10 lugs are ok
- 9 leaf maximum, 5/16 " max thickness, 2 ½" wide maximum.
- 54" minimum, 60" maximum spring length.
- Stagger - 3" long side (rear of axle), 2" short side (front of axle).
- 5 clamps per spring, 2 in front of the axle, 3 behind the axle.
- Clamp material 1/4" thick, 2" wide, 2 – 3/8" bolts per clamp.
- U-bolts - 1/2" maximum
- No homemade mounting plates or over sized U-bolts will be allowed.
- No welding on the spring pack
- No flat spring cars - leaf pack must have a minimum of 2" of arch.
- No duct taping of springs prior to inspection.
- Rear mount - 6X6X1/4" shackle, has to be a working shackle in rear.
- Front eyelet mount, pick ONE:
  1. In trailing arm bracket, w/3x3x1/4" gusset
  2. In the frame with a bolt thru - no added metal
  3. Box welded to the frame 4X6X1/4" maximum, must mounted at lower control arm bolt.
- NO ADDED METAL OTHER THAN WHAT IS SPECIFIED ABOVE. NO EXCEPTIONS.

#### **80's and newer**

- You may pitch, tilt or tip 80's and newer style cars.
  1. You may cold pitch, do not added metal
  2. You may cut all four flaps ( at the firewall) and pull the front end down and re-weld. Do not added metal.
  3. You may pitch at the transmission cross member.
- Frames may only be tipped at the firewall and cross member areas.

#### **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 arm brackets off an older Ford. After market brackets are allowed, but no thicker than 3/8" and may be attached with max of (5)-1/2 and 2-3/4 – bolts each side. No positioning of brackets to strengthen the front down legs of the rear hump, must be mount in the stock location.
- Any watts link brackets not utilized may not be altered to reinforce frame.

#### **\*03s and newer**

- All material used must not exceed 1/4 inch thick, max thickness is 1/2" inch only were two pieces

meet.

- You must provide a one inch inspection hole in spring bucket, you may weld 1 inch washer around it.
- Must run the original aluminum cradle and stock lower A-arm. Aluminum cradle must be visible, do not wrap entire cradle, bottom straps limited to 8 inches flat straps.
- Upper A arm, motor mounts and spring bucket must mount off the 2 existing cradle bolts. No frame welding allowed for these components.
- No mounting plate or component may extend more than 2 inch in front of or behind the cradle bolts, measured from middle of the bolt, this rule will be strictly enforced.
- You may use any automotive or fabricated spring bucket but it must not strengthen the frame in any way, cannot not be larger than necessary to hold coil spring. Again must be mounted off 2 existing cradle bolts. DO NOT weld to frame in any way.
- No pinning of frame. YOU WILL BE LOADED NO CHANCE TO FIX!!!!
- To mount steering box, you may weld a tube to the top and bottom of frame. Do not weld excessively. Max tube size is 1" OD, 1/2" bolts max. Gear box adapter may not exceed gear box footprint. No wrapping.
- Do not weld any seams behind the A-arm, even if the factory skip welded the seam, do not weld!
- If you choose to pitch, this must be done at the Trans cross member only.
- You may cut the excess frame off the front rails but you may not move the front body mount. All body mounts must remain

#### **BODY BOLTS:**

- All body bolts may be replaced with up to 3/4" bolts, maximum 8" length and may only go thru 1 thickness of frame.
- Core support bolts may be 1" diameter. Core support bolts may go thru the hood and count as 2 of your 6 hood bolts.
- You may use pipe up to 2" OD to run the core support all thread thru for spacers. These pipes may be welded to the core support using 3/16" strapping, 2 -4" pcs. Max per pipe.
- Body Washers and body spacers must be free floating Do not weld.
- Do NOT weld the body washers to the floor. Maximum washer size is 5"x 5" 3/8" max.
- Space must be maintained between the body and the frame; Minimum 3/4".
- Do not bolt the body directly to the frame.
- You may add 4 body mounts in the position of your choice. They must be welded to outside frame only, must be a straight piece of rod( core support does not count as 2 of your 4 additional mounts).
- If your station wagon came with the body bolts in the humps, these are your 2 additional mounts. You will be allowed to add 2 more mounts.
- If you decide to bolt your coil springs in place thru the frame and the rear package tray, these will count as your added mounts.
- Wagons are permitted to run 2 of the rear 4 mounts thru the rear pillars. NOT THE ROOF. They must be in the pillar at the tailgate area.
- Chrysler products may run 1" all thread behind the radiator support, but must drill a hole in the frame to bolt the all thread.
- Do not weld anything to the frame, all items must free float.

#### **REAR ENDS:**

- \*\*You may run 10 lug or floater rear ends. No part of rear end may strengthen the car's frame or body in any way at anytime.
- You may use any type of rear end (Ford / Mopar / GM / Hybrid).
- You may tilt the rear end by lengthening or shortening the trailing arms. OEM Trailing arms must be of passenger car origin and may be reinforced. Aftermarket trailing arms may be used but must contain a rubber bushing.
- Rear end braces are allowed, but they may serve no purpose other than to strengthen the rear end housing. They may not extend from the rear end further than 6" and may not be higher than the top of the axle tube.

### **ENGINES:**

- Any engine may be used in any car.
- You may chain the motor, Chains may not be attached any higher than cylinder heads, header flanges of engine plates. 1 Chain per side (3/8 max) only 3 links maybe welded to the K frame only.
- After market motor mounts are welcome ( may only mount to top side of engine cradle only).
- You may weld in additional supports to the engine cradle area top side only, but they may not be attached to the frame rails at any point. Only allowed for holding engine in place. Do not cover any seams with weld or plate.
- All hoses must be covered in driver's compartment for driver safety
- No engine oil coolers are allowed.
- You must have an air cleaner over the carburetor at all times.
- No starting fluid is allowed.
- Mopar's or K member cars are allowed to secure K member in the following ways:
  - Remove pucks and bolt tight to frame, stock size bolts only.
  - Leave pucks in between and weld 4 - 3 inch welds, total (not per side) of 12 inches only.

### **DISTRIBUTOR PROTECTORS/CRADLES:**

- Distributor protectors allowed, must be attached to engine or transmission only, back side that contacts the firewall 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 mount bolts.
- Aftermarket Distributor protectors, cradles and pulley protectors are allowed.
- You may beat flat the engine side of the firewall only, do not weld or bolt firewall. Do not re-enforce the firewall/cowl. Do not crease, paint, bolt, weld on, weld to or modify the firewall/cowl in any way.
- Mid plates and front plates must not extend further that 2.5 inch past engine or transmission. Any part of protector contacting or will contact dash must be less than 12 inches wide.
- Lower cradles must mount similar to a factory mount, any bars connecting mid plate to cradle must be below the cylinder heads.
- Pulley protectors must not extend more than 8 inches.

### **TRANSMISSIONS:**

- Transmissions must be of passenger car origin, transmission coolers may be used, but they must be secured in such a way to prevent injury.
- Metal or braided lines must be used. No fuel or low-pressure lines may be used.
- Coolers must be secured in a container in the passenger compartment of the car.
- Transmission protectors are allowed.
- They may not rise more than 1 inch above the highest point of the bell housing, including the attachment point.
- They may not attach to the body, frame, or any part of the cage components.
- Trans braces may be attached to trans cross member by weld, chain or bolted.
- Trans blanket is recommended.
- OEM Tran cross member or 2"x 2" OD 1/4" max replacement.
- Cross member may not exceed factory curves(less than 6 inch bow)
- You may weld or bolt a 3"x 3"x 1/4"x 6" max.

### **SKID PLATES:**

- Skid plates are allowed. They may be one piece from engine to transmission.
- They may not extend past oil pan or transmission pan. Don't connect to transmission cross member. Must be 1 inch space.
- NO attaching the skid plate to the frame.

### **RADIATORS, RADIATOR SUPPORTS:**

- Radiator must be in the stock position in front of the motor.
- Radiator supports must remain in the stock location, DO NOT MOVE.
- OEM style radiators only, no homemade tube construction radiators.
- You may not add cooling capacity. No supplemental cooling devices allowed.
- Expanded metal in front of radiator must be 1/8 inch or less thickness, and only attached in 4

spots (3/8 bolts or 4 - 1 inch welds).

- Core support spacers must stay on top of frame

#### **FUEL DELIVERY SYSTEMS:**

- No plastic gas tanks allowed. Marine tank or metal fuel tank only.
- 10+ gallon tank recommended. 6x 5/8 inch bolts and 3 inch washer max to mount.
- Gas must be centered in cage for maximum safety and minimal structural enhancement.
- Gas tank may be attached to floor or cage not both
- Gas tank mount may not exceed 32" wide.. If mounted to the floor (NOTHING MAY KICK UP REAR FIREWALL OR PACKAGE TRAY)
- Original gas tanks must be removed from the car.
- You must have the gas tank securely mounted behind the driver's seat and it must be covered.
- Fuel lines must run inside the car, not under the car along the frame.
- Fuel lines must be secured to the floor and kept from pinch points
- Automotive pump gas only, NO ALCOHOL.
- Electric fuel pumps are allowed. They must be covered and have an on/off switch near the steering wheel and clearly marked in large letters.
- All lines must be double clamped.
- If your gas tank or way of mounting is not safe you will not run!

#### **BATTERIES:**

- A maximum of 2 - 12 volt batteries may be used.
- They must be secured inside the car in front of the passenger seat and covered.
- Rusted out holes in your floor sheet metal may be patched where components will be mounted or for drivers safety, sheet metal only. No other sheet metal patching is allowed unless it is a safety issue. You may not patch clean and solid floors.
- When patching you may NOT weld, you must bolt, self-tap or pop rivet all patches. No components to include: gas pedal, battery boxes, etc. may be welded, you must bolt only. No part or patch may be attached to any vertical sheet metal (firewall), all must be patched or mounted in the horizontal floorboards only. No over sized mount plates or boxes. Do not mount anything within 6 inches of any body bolt. (Exception of center body mount in belly rail)
- Do not mount batteries against firewall or crush boxes, position as far back as possible.
- No floor mount component may structurally enhance the car. 6 bolts max, 5/8 inch hardware, 3 inch washers max.

#### **TRUNK LIDS:**

- You may weld 5 on and 5 off 3"x 1/4" strap max.
- You may place up to 8 - 3/8" bolts in the drip rail area of the trunk lid OR around inspection holes.
- There must be 12" minimum hole in the trunk lid for inspection purposes.
- Trunk lid seams must be clearly visible and accessible, do not pound over.
- No fully wedged cars, rear quarters and tail light valance must remain vertical.
- Trunk lids must be for make and era of car.

#### **HOODS:**

- Hoods may be bolted, wired or chained shut ONLY.
- You may use 6 bolts 8" long max top hold the hood, front two may be 1" max, other 3/4" or less.
- The 2 front bolts may go thru the frame, NOT welded to the frame. The other 4 must be sheet metal to sheet metal.
- If you use chain or wire, you may weld up to 5"x5"x 3/8" washers to the hood. If bolting, the 5"x 5"x 3/8" washers must be free floating.
- You may install up to 12 - 3/8" bolts, nuts and washers or self-tapping screws only in hood.
- NO welding of cut outs is allowed.
- You must have a minimum 10" hole in the hood for fire protection.
- Hoods must be open at inspection time.
- All cars competing must have a hood on at all times to run.

### **DOORS:**

- Doors may be welded 5" on, 5" off, outside only (this means no straps should be touching another strap) 3" x 1/4" strap maximum.
- You may smash the inner and outer skin together and weld them solid, NO added metal. This includes wagon tailgates
- If you do not weld your doors you must chain or #9 wire them closed in at least 2 spots. You may NOT bolt your doors shut.
- No metal window netting allow in window openings.
- You may weld a plate Maximum 12" x 3/8" across the front doors for protection, not to exceed 6" beyond the door seams. NO GRADER BLADES. These plates must be in the center of the door, run horizontally.
- Wagon tail gates may be welded:  
Tail Gates maybe welded solid with 3"x 1/4" wide strap max.

### **BODY:**

- Body creasing, enhancing of existing body lines and addition of body lines is allowed to the sides of the car only. - Do not fold the metal over to create a doubled effect; any spot with 4 layers of sheet metal will be torched out completely. Trunk lid seams must be clearly visible and accessible.
- No doubling of body panels allowed, no added metal allowed
- Quarter panels must remain vertical. Tail light valances must remain vertical.
- NO welding, bolting or adding any material/ substance to strengthen body or body panels (unless stated).
- Washers for #9 Wire may be welded to the roof sheet metal. They may be a maximum of 1 1/2" diameter. \*\*No washers may be welded for future wire installation.
- You may cut a hole in the firewall to accommodate the engine, within reason must have fire wall covered. With rubber or nonflammable material.
- You may have up to 5 - 3/8" bolts in each wheel opening. They may not be higher than 5" above the stock lip location of the wheel opening.

### **WINDOWS:**

- You must have a piece of re bar/all thread/chain (3/8 max), #9 wire or 3"X 1/4"max flat straps. No angle or tubing running from the roof to the cowl in the windshield area for drivers protection
- 2-1/2 bolts per mounting location , up to 2 pieces max. - This may not be designed as reinforcement to the car and must be space at least 18 inches apart on the bottom, and no cross connections. -No other added metal or mount plates, either weld directly or bolt to sheet metal only.
- You may use 2 loops, 4 strands of #9 wire total in each window opening. This wire may go to or around the frame.
- Station Wagons may not use wire in any window opening beyond the rear passenger door window opening.
- The wire must remain in the field of that window. They may not crisscross the interior of the car.
- Rear window bars are allowed ( See Rollover Bar section for specs).

### **CAGES:**

- You may use channel or tubing up to 6" for the door bars. Total length is not to exceed 60". This bar may not be more than 18" behind the center post on 4 door cars and 10" behind the door seam on 2 door cars - No exceptions.
- Dash bar and seat bars may not exceed 6" diameter 1 bar max per side. No double bars. Seat bar must be no further than 6" behind the seat. All bars must be straight pieces no contoured pieces.
- Dash bar may follow the inside contour of the firewall ( this is the only bar that is allowed to contour).
- Sedans only, are allowed a gas tank protector, 32" X 6" inches, centered in the back seat area. There must be a 1/4" space between the back bar and all sheet metal, may not be attached to anything other than back seat bar. Interior sheet metal maybe pounded back.
- You may add a diagonal bar behind the driver's seat and directly below the seat bar running from the seat bar to the floor sheet metal.
- You may add 4 total VERTICAL down bars. They must measure at least 5" length and be attached to the bottom of the side bars or seat bars. Must maintain a TOTAL of 60 inches or less for side bars.



The 4 down maybe welded to the frame only, no bolting (MUST REMAIN VERTICAL).

- No kickers, angled or otherwise. NO cage components may be welded to the frame.
- All horizontal cage components must be at least 5" off the floor of the car, including gas tank protector, side bars measured at door elevation where floor meets rocker,.
- All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's side. This door bar MAY be inside the door structure to allow more room for driver's safety.
- All gussets must be on the interior of the 4 point cage.
- You may run a 1/4 solid plate from cage to floor and may extend 1 inch past inner door seam for welding. May be welded solid on all four sides. PASS Front an DRIVERS Front only doors only!!

#### **ROLLOVER AND BACK WINDOW BARS:**

- You must add a rollover bar to the cage components listed above. It may not exceed 5" in diameter.
- Rollover bar must attach to the door bars or the bar behind the seat only.
- Rollover bars must be in a direct vertical line with the seat bar.
- You may bolt the rollover bar to the roof sheet metal only in 2 places.
- Back window bar may attach to the rollover bar.
- Back window bar maybe no further back than center of back 4 factory body mounts.
- Where window bar attaches to trunk lid it may only have a 12"x24"x 3/8" max plate. Plate may only be welded to trunk lid.

#### **INSPECTION PROCEDURES:**

- Official's decisions are final.
- You will be given one (1) opportunity to correct items on your car.
- Each car gets a maximum of 2 times thru inspection. (One re inspect)
- Cars will be impounded after inspection and staged in a secure location.
- You must be completely ready to bolt the hood down during inspection and then put the car in the staging area.
- No further work will be allowed and cars will not be allowed to return to their trailers.
- Do not come to the inspection line if you are not done preparing your car.
- Any added or welded metal plate/rod or material not specifically covered in the rules, will be removed completely as well as the surrounding metal. Don't do it or your car will be weakened! Call ahead!

#### **PRE-FEATURE/PRE-CONSOLATION CAR PREPARATION:**

- You may use unlimited wire for consi and feature.
- Leaf spring cars may NOT replace leaf springs prior to either the consi or the feature.
- You may wire them or tape leaf springs, but may not replace them.
- No replacing of sheet metal components prior to the consi or the feature.
- After the heats, consi cars will be re inspected prior to running again. Feature cars will be impounded.
- You may sedagon your vehicle after your heat, wire only, visibility for inspection must be maintained.
- Feature cars must be re inspected and then impounded again. No further repairs will be allowed after this point. There will be a cut off time for re inspection.