

ICON OFFICAL RULES SS RULES

DO NOT READ ANYTHING INTO THESE RULES, JUST READ THE RULES!! If it doesn't say you can, YOU CAN'T!

Or you will be loaded, your choice!

NO black cars, dark cars must have contrasting letter/numbers. DO NOT paint anywhere on suspension or frame, we will not even inspect your car.

- Driver must wear helmet, seat belt and eye protection at all times.
- A fire extinguisher mounted within the drivers reach inside the car is highly recommended.
- 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 30 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 at the drivers meeting. 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.

Any American made full size automobile. No front wheel drive, all wheel drive, four wheel drive, checker cabs, hearses, Imperials, Imperial Sub Frames, Suicide Lincolns or limousines. No fresh sedagon or wedge cars are allowed.

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 weights 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.

Tires, Rear Ends, and 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.
- All cars must have dependable brakes at all times.
- Any axle allowed. Floater rear ends allowed. Rear end braces are allowed. Braces or rear end may not strengthen frame or body in anyway. Pinion brakes are allowed.
- You may re enforce/ shorten factory trailing arms. Arms must be OEM no aftermarket or homemade trailing arms allowed.
- 98 Fords and up, you may move trailing arms inside of frame (Watt Links). You may use bolt in brackets to mount upper trailing arms. 4-5/8 bolts, nuts and washers max maybe used per bracket. No welding washer nuts or bolts to tow package. Bolt in brackets maybe no larger than 6"x12"max and 3/8" thick max. The bolt in brackets must be 2 separate brackets. The brackets may not be joined in anyway or used to strengthen frame or body. . If you choose not to use bolt in brackets you may take a tow package from a older ford and weld into a 98 up. The tow package may only be overlapped by a 1/4"MAX with 1/2" weld MAX. This will be strictly enforced. CARS WILL BE LOADED IF OVER AND ABOVE THESE SPECS.
- Lower trailing arm brackets may be taken from older Ford and welded in 1/2" max welds. You may use 3"x3"x1/4"x3" long max square tubing to mount lower trailing arms if you don't use stock brackets from old Ford 1/2" max welds.
- Each rear end is only allowed to have 4 trailing arms maximum.

Bumpers:

- Any automotive bumper allowed. Bumpers maybe seam welded and stuffed. Holes maybe filled in with plate and weld. Aftermarket replica bumpers are welcome (must be to factory specs).
 - Bumper ends must be rounded and smooth. No sharp or jagged edges allowed.
 - For mounting the Front Bumper you have 2 options;
- Option 1 is running the factory brackets and/or shocks that came on the car you are running, in the factory location. 71/72 GM May add BOP brackets and shock tubes (in factory location). With this option you may weld your shock bracket solid to the frame, along with welding shock tube to bracket and bumper. You may use 2"x8"x3/8" thick strap to weld from bumper to frame. 2 straps per bumper. Must remain in one piece. Cannot be angled to make a kicker. 4" max to be welded to frame. This means 4" on bumper and 4" on frame.
 - Option 2 is remove factory brackets and/or shocks and run 1 - 4 inch x 3/8 thick x 14 inch long flat plate from the bumper back on top of the frame (1 per side/ 1/2 wide weld, 1 pass), 14 inches is measured from the back of the bumper where the bumper welds to the frame. If running an 03 and newer all factory holes must remain open.

- For mounting Rear Bumpers

- If running a pre 1980 car, you can run the factory bracket and shock that car came with in factory location (brackets may be tipped). The shocks and brackets may be welded solid to frame with a single pass ½ inch wide bead of weld.

- 80 and newer may cut cap off end of rear frame rail and tip bumper up (stock shock tube must be used and bolted in original spot). You may box around shock tube with ¼ inch flat stock steel. Must be butt welded to frame (no overlapping).

- If you choose to hard nose the rear bumper on any car that came with rear bumper mounted to the frame from the factory, you must remove the shock and/or brackets. You will be allowed a 1- 4 inch x 8 inch x 3/8 inch thick max flat stock plate from bumper to side of frame (1 per side).

- Bumper height must be 14" to 22". The measurement will be taken from bottom of bumper. Pre 77 wagons this measurement will be taken from bottom of back rear frame rail minimum of 11".

Body:

- No welding, bolting, wiring, taping or chaining of body unless stated. No adding metal or any other material to strengthen body unless state.

- Body component must be direct bolt up only. Must be factory hardware or equivalent in size

- Body shaping is allowed, body shaping for external body only. No folding metal over to create a double effect.

- No doubling of body panels allowed, no added metal to body. No bolting metal together unless stated.

- Doors maybe welded shut (outside only). Each side of car is allowed 16 plates max to weld doors shut. Plates cannot exceed 4"x4"x1/4 thick. No welding of inner and outer skins. GAS TANK DOORS MAYBE WELDED SHUT. MUST BE FACTORY GAS TANK DOOR. GAS TANK DOOR MAYBE WELDED SOILD ALL THE WAY AROUND. NO METAL MAYBE USED TO WELD GAS TANK DOOR SHUT.

- If you don't weld your doors you must chain or #9 wire them shut. 3/8 chain max 1 strand of chain per spot. Bolt maybe no larger than 3/8 and may only go through chain links. If using wire 4 strands max per spot. Minimum of 2 spots and max of 8 spots to secure the doors shut. No wiring or chaining body to frame. No bolting doors shut. No welding chain links or wire.

- If welding doors shut, you may wire or chain door post shut in 3 spots per side of car. 2 strands of wire per spot or 1 strand of 3/8 chain max. 1 3/8 bolt and nut per chain max. No welding chain links or welding chain or wire to sheet metal. Seat belt is allowed 2 wraps allowed. No taping allowed or any other form of securing the doors shut.

- No X wiring or mending with wire.

- Hoods must have a 12"x12" min. hole cut in center. Bolting hood sheet metal is allowed using 8 - 3/8 bolts and 3/8 washers max. No welding bolts, washers, nuts or sheet metal.

- Hoods may only be secured shut by bolting, wiring, chain or seat belt. 4 strands of #9 wire max, 4 wraps of seat belt or 1 strand of chain. 3/8 chain, bolt and nut max. No welding of chain or wire. If bolting hood shut you may use 2"x2"x1/4"x 6" max angle iron or 5/8 all thread max (3" max outer diameter washer for hood pins). Sheet metal to sheet metal only for any of these methods. Maximum of 6 spots to secure hood.

- No welding hoods shut. Hoods must be open for inspection.

- If wiring hood shut, you may weld up to 6-1" washers to your hood and 6-1" washers to your fenders for fastening your hood shut. These must be store bought 1" washers.

- Trunk lids may be welded, chained, wired, or bolted together as follows: Trunk lids may only be secured to body in 12 spots. If welding trunk lid shut you may only use 4"x4"x1/4" flat stock steel. If wiring trunk shut you may use #9 wire, 4 strands per hole. For chaining trunk shut, you may use 1 strand of chain per hole and 1 - 3/8" bolt. No welding chain links together or to sheet metal. If bolting trunk shut, you may use 3/8 bolts and nuts with 1" washers max. No welding bolts, nuts, or washers to sheet metal. Bolts for bolting trunk shut must be sheet metal to sheet metal. You may use any of these 4 methods or combinations of them to secure trunk shut in 12 spots max. No attaching body or trunk lid to frame using any of the methods.

- All trunk lids must have a minimum 12"x12" inspection hole. 8 - 3/8 bolts and washers max may be used to bolt sheet metal back together.
- Trunk lids may be pushed to floor. Trunk lids that are pushed to floor must still have a 12"x12" inspection hole. Speaker deck maybe cut.
- Tailgates may only be welded shut with 6-4"x4"x1/4" flat stock steel.
- Quarter panels must remain vertical. No wedge cars allowed.
- Sedans only may have 2 rear window bars. Flat stock only 2" wide x 1/4" thick max. The bars may only touch 6" of the roof surface and 6" of the trunk lid. These bars maybe welded or bolted, bars maybe no further back than the center of the trunk floor. Bar mounting may only go thru the trunk lid and roof.
- Front windshield area may have 1 window bar. This bar can not be larger than 2"x2"x1/4" square tube. This bar may connect from rollover bar to front dash bar or firewall sheet metal. It may not attach to drive train.
- Cutting fenders and quarter panels for wheel clearance is allowed.
- Bottom of quarter panels may be folded under. No attaching to trunk floor or together.
- Floor boards must be adequate at driver's feet.
- If floor boards or body needs to be patched it must be done with same thickness sheet metal. This means a actual hole all the way through the sheet metal. Sheet metal maybe over lapped by 1" max all the way around the hole. You may weld, bolt or rivet sheet metal into place. Only 1 of the 3 methods maybe used to secure the repaired sheet metal into place. Unnecessary repairs will be cut out along with welds.
- Aftermarket components are welcome. No components to be welded to the floors, doors, roof or body (gas tank, gas lines, battery box, gas pedal, etc.). All components must be bolted in. No components may strengthen the body, frame or cage in anyway.
- Mounting of battery box, gas tank and trans coolers may only have a 20"x20" floor mounting surface. 4 bolts max. If your components need a larger area you will have 2 options. 1) You may float the components from your cage (all rules still apply). 2) Components must be raised up 2" from the entire floor surface and may only have a 20"x20" mounting surface (4 bolts max).
- Aftermarket shifter are welcome. Shifters may not strengthen the car at anytime. Trans mounted shifters may only be mounted to trans (not body, frame or cage). Cable shifters are welcome. Mounting pad for cable shifter may only be 4"x12"x1/4" max if being mounted to sheet metal.
- Aftermarket brake and gas pedals are allowed. Combination pedals may not exceed 20"x20" mounting surface. Individual brake and gas pedals are allowed as well. The individual pedals may not exceed 20"x20" mounting surface combined. Plates for pedals may not exceed 3/8" thickness max. Mounting surface means any surface that touches sheet metal (floor, firewall ect). Only 6-1/2" bolts, nuts and washers max may be used to mount pedals. Pedals may only mount to sheet metal. If you are not running after market pedals you may use a 20"x20" piece of metal (3/8 thick max) and mount to drivers floor board only. 6-1/2" bolts, nuts and washers max. This may only be sheet metal to sheet metal.

Body Bolts:

- Stock body mounts may be removed and replaced with aftermarket body mounts. After market mounts may not exceed the size of stock mounts. There must be a 1" gap between frame and body.
- Bolts may not exceed 5/8"x 30", only 3 nuts per bolt and no welding of body bolt, nuts or washers. Bolts may only go thru 1 thickness of frame.
 - Washers must not exceed 3" diameter (square or round) 3/8" thick.
 - No welding bolts, nuts or washers to body or frame.
 - No adding body bolts in anyway.

Core Support:

- Core supports maybe spaced up. 6" spacer max, must be free floating. No welding spacer to frame or core support. 5/8" bolt and 3" washer max (these bolts may come thru the hood to help hold hood down). Bolt and washer must be free floating (no welding). No moving core support mounts for any reason. You may add 2-3/8 bolts and nuts (3/8 washers max) to each side of core support where fenders meet core support in addition to factory bolts. No welding of any sort for any reason.

NO MOVING CORE SUPPORT MOUNT IF FRAME IS SHORTENED TO 20".

- Radiators must be in stock location. Only stock A/C condensers allowed in front of the radiators. They may be 9 wired in or use 3/8" bolt nuts and washers.
- OEM style radiators, no homemade construction radiators. NO RADIATOR PROTECTORS.
- No adding cooling capacity.

Engine:

- Any engine may be used in any car.
- Full engine cradle are welcome. Cradles and protectors are not allowed to strengthen frame or body in anyway. Distributor protectors cannot be wider than highest point of the cylinder heads.
- Fan shroud and pulley protectors are allowed.
- All cradles and protectors must be bolted to engine or transmission.
- Engine frame mounts maybe aftermarket solid mounts. Lower motor mount must be bolted or welded to engine cradle (K frame) , not to frame rails. Exceptions mounting a motor in a Chrysler or Cadillac, you may use 3/8"x 3"wide max plate to weld to frame rail. You may extend off back of cradle but nothing excessive, 1/2" flat plate only(example SBC in Cadillac, Chrysler). This isn't meant to strengthen frame but to help mount motor in.
- Engine frame mounts must be mounted on top of engine cradle (K Frame). On top of cradle means no recessing them down into or mounting them behind or in front of engine cradle frame.
- 2 separate motor mounts max, mount to K frame.
- No chaining, wiring or using cable to hold engine down.
- Air cleaner must remain over carb at all times.
- No starting fluid allowed.
- Engine and transmission oil coolers are allowed.
- Hood must remain over fan and radiator at all times.
- Only 2 battery may be used.
- Batteries must be secured to front passenger floor board. NO MILK CRATES OR RUBBER STRAPS ALLOWED TO SECURE BATTERY. Mounting of batteries may not strengthen car in anyway at anytime. See BODY for mounting specifications.
- Battery must be covered with rubber mat.

Transmission:

- Trans cooler are allowed. Must be secure and have a cover or shield to protect driver. Mounting of trans cooler may not strengthen car at anytime. See BODY for mounting specifications.
- Metal or high pressure lines must be used.
- Aftermarket bell housing, trans braces and tail shafts are allowed.
- Aftermarket bell housings and braces are not allowed to strengthen frame or body.
- After market bell housings and brace may not attach to frame, cage or body. Only cross member.
- After market driveshafts allowed.
- Transmission may be bolted, wired,welded or strapped to cross member.
- If moving trans cross member back you may use 3"x3"x1/4" angle iron to weld to frame rail or bolted with 2-1/2" bolts, 4 washers and 2 nuts per side. Angle iron can't be longer than 6". Only the angle iron maybe welded to the frame.
- Transmission cross member may be fabricated from 2"x2"x1/4" thick square tube max with a 6" bow max.

Fuel Systems:

- Original gas tank must be removed from car
- Gas tank must be securely mounted behind driver seat and covered. NO RUBBER STRAPS MAY BE USED TO MOUNT GAS TANK. Fuel lines and tank may not strengthen car in any way at any time. See components in BODY section for mounting specifications.
- No plastic or metal gas cans. Must be a marine type tank or fuel cell.
- Fuel lines must be ran inside of car not outside of car. Lines must be secured to floor or cage. NO FUEL LINE PROTECTORS/ MOUNTING OF FUEL LINES MAY NOT STRENGTHEN FRAME OR BODY.

- All lines must be double clamped, steel or braid lines are mandatory. You may have up to 12" of rubber to connect lines to tank and motor.

Pre-Ran Cars:

- If your frame is bent you may use a 4"x6"x1/4" max. plate and weld to frame. Max 3 plates per frame rail. This means 6 plates max. Frame must have obvious bent spot in order to be able to plate. FLAT STOCK only. You may bend your plate to fit contour of frame. 1/2" wide weld. Just because your car is dented doesn't mean you can plate the frame.
- If plated over and above rules you will be asked to cut plate and weld off completely. Failure to do this, you will LOAD YOUR CAR.
- Officials decision is final.

Frames:

ONLY SE cars after heats will get 6-4"x6"x1/4" flat stock repair plates and unlimited wire. If car was pre ran and already had repair plates, you will only be allowed remaining plates stated in the rules. EXAMPLE; already had 2 repair plates, you will only get 4 repair plates.

- No adding metal or brackets to frame unless specified. No trailer hitches. No material or substance maybe added to strengthen frame.
- No filling any factory holes in anyway.
- No welding to frame or seams unless specified.
- No stubbing frame together unless the frame is for that year, make and model. Best to call first.
- Front frames may be tilted at firewall only. No tilting frames in the center. (Fords) Tilting car at the firewall you may cut the box loose then re weld. Weld may only be 1/2" wide. No smashing top of strap to frame and welding. If your not tilting the front frame, you may re weld the factory welds of the box. (GM) tipping of front frame must be done at factory seam where C-channel part of frame meets the bulk head (where the body bolts down to the frame at the firewall) if any overlapping of frame takes place only 1" max is aloud. 1/2" wide welds and no adding any metal of any sort. If not tipping gm only welding aloud is where the C-channel meets the bulk head.
- No painting or undercoating or mudding up frames for any reason. If frame is painted, undercoated or muddied up you will be asked to remove it or LOAD YOUR CAR.
- Any metal added or weld will be asked to be removed completely. Not just sliced in the center but removed. Failure to do this you will LOAD YOUR CAR TO GO HOME.
- Lower motor mount must be bolted or welded to engine cradle, not to frame rails.
- NO FRAME SHAPING ALLOWED. This means no denting or scratching. This will be strictly enforced. See below for pre bending frames to achieve roll.
- NO SHORTENING OF REAR FRAME.
- Front frame must have 20" of frame from upper A-arm mounting bracket going to front bumper. This measurement will be taken from the furthest factory forward point of the upper front A-arm bracket. No moving A-arm brackets for any reason. NO MOVING CORE SUPPORT MOUNT IF FRAME IS SHORTENED TO 20".
- Rear frames maybe pre bent or notched to achieve roll. If notched, do not weld back together.
- Hump plates are allowed. 3/8" thick 22" max hump plates will be allowed. Any extra weld and plate will be cut off, not sliced. Only 1/2" wide welds. Hump plates must follow contour of frame and may not be above or below the frame. The hump plates may not favor front or back this means centered over the hump. LEAF SPRING cars may only have a 11" hump plate. All hump plate rules apply.

2003 and Up Frames:

- You may weld in engine cradle from older Fords cars only. Must be factory cradle.
- You may weld factory brackets from older Ford to mount suspension. No homemade brackets to be welded to frame. Only 1/2" wide welds allowed. You may weld a piece of steel to the side of the frame as a ball joint protector. BALL JOINT PROTECTOR MUST HAVE A 1" GAP BETWEEN THE UPPER PART OF SPINDLE AND SIDE OF FRAME. Ball joint protector may not be bigger than 2"x2" max.
- Bolt in cradles and brackets welcome. Must bolt in frame factory holes. Can not be excessive or strengthen the frame or body in anyway. Mounting brackets for lower A-arm to frame can not exceed 3/8" steel max with no gussets. Any material used to bolt the cradle to the frame can not exceed 3/8" max. Steel that is welded to the factory cradle (K Frame) that is used to bolt to the 03 up

frame may not be longer than 18" max. If running a bolt in cradle you may have a ball joint protector. BALL JOINT PROTECTOR MUST HAVE A 1" GAP BETWEEN THE UPPER PART OF SPINDLE AND SIDE OF FRAME.

If running aluminum factory cradle you may kick the lower part of the strut and weld the bolt to the lower A-arm only. Ball Joints from a 97 and older ford (vic, lincn or grand marquis) maybe welded to the upper and lower A-arms to achieve of mounting a 97 older spindle.

- Front crush points on frame must remain stock; no cutting, filling, or repositioning them.
- You may weld a 3/8" chain to side of frame and attach to lower A-arm to hold coil spring in. Chain can not exceed 14" in length. No more than 3 links maybe welded to frame. One chain per side.
- All steering must be bolted in not welded.
- Mounting steering box you may weld one piece of pipe to the outside of the frame for the third bolt. Pipe cannot be longer than 6" and 1/2" diameter. The other 2 bolts may have a sleeve going thru the frame (6" long and 1/2" diameter). Only 3 bolts may be used to mount steering box. Idler arm may only go thru 1 thickness of frame.
- Cap at firewall maybe welded where it isn't welded from factory.
- All other frame rules apply to 2003 up.
- NO TIPPING 03 UPS AT ALL. Frames may not be shortened at all.

Suspension & Steering:

- Suspension and steering must be stock from passenger car origin. Direct bolt on parts are allowed. You may cut/ trim to make them fit.
- Aftermarket steering columns are allowed. Mounting of steering column can not strengthen body or frame in anyway.
- No homemade suspension parts allowed unless specified. No heim joint tie rods allowed. TIE RODS MAYBE REINFORCED WITH TUBE, PIPE or ANGLE IRON FROM END TO END OF OEM FACTORY CAR ORGIN TIE RODS. A STORE BOUGHTEN WASHER MAYBE PLACED OVER THE BALL OF THE TIE ROD END AND WELDED. TIE RODS MUST BE A FACTORY OEM END. NO ENLARGING HOLES IN ANY STEERING COMPONENTS, MUST BE FACTORY HOLES. Aftermarket tie rods that fit factory hole are allowed.
- Upper A arms must be bolted to factory bracket, in factory position bracket came. No moving or re welding brackets.
- Upper A arms maybe formed to frame a. A arm may not be welded directly to frame. You may only use 2"x2"x1/4" flat stock, 1 piece in the front of the A arm and 1 piece in the rear of the A arm (total of 2 pieces per upper A arm). Anything over will be completely cut off, not sliced.
- No aftermarket spindles allowed. Cast lift spindles will be allowed. Rule height still applies.
- No strengthening suspension in anyway.
- Solid shocks are permitted, you may use 1" all thread for shocks.
- Suspension maybe solid.
- No leaf spring conversion. Must use factory type suspension car came with.
- Leaf spring cars may replace broken leafs with 5/16 thick leafs max. Up to 7 springs allowed with a 1" stagger down. Leaf springs must remain in original position.
- Leafed cars are allowed 4 factory clamps and 3 homemade clamps per stack; homemade clamps must not exceed 2"x4"x1/4" thick. Bolt diameter for homemade clamps not to exceed 7/16". 2 bolts, 2 nuts and 4 washers per clamp. No welding clamps.
- No welding leaf springs together in anyway, no taping or strapping leafs together.

Cages:

- Cages are not to exceed 6"x6"x3/8" square tube or 6" round stock. Cage must be a minimum of 6" off any floor sheet metal. Dash bar must be at least 2" from firewall sheet metal.
- 4 point square cage only, 2 down legs total are allowed from the cage to the floor (both front door area only) , welded to sheet metal only nothing to the frame. max 60 inch cage over all measurement. Must be mounted horizontally and 6 inches off floor. Gussets only in interior of 4 point cage.
- Door bars must be on inside of door not between door skins.
- Cages may be welded or bolted in. Cages maybe secured to body in 6 spots. Cage may use no more than 6-1" bolts nuts and washers to be secured to car body only. No more than 6- 6" welds to

hold cage into place. Drivers door protection is mandatory if you choose not to use a 4 pt cage. Door protection must be bolted and welded to outside of door. Flat stock must be 8" tall min. Maximum of 12" tall and no less than 3/8" thick. Flat stock can only overlap door seam by 4" at each end. You may weld 24 - 1" welds from plate to door.

- No attaching any part of cage to frame, motor, trans, or trans cross member.

Rollover Bars:

- Rollover bars may not exceed 6"x6"x3/8" tube or round stock.
- Rollover bars maybe attached to door bars or bar behind seat only.
- Rollover bars maybe bolted to roof in 2 spots max.

Gas Tank Protectors:

- Protectors maybe no wider than 24" outside measurement. Protector material is 6"x6"x 3/8" material round or square.
- Protectors must be free floating and only attached to cage.
- No bolting protector to tow package, frame or body.
- There must be a 1/2" gap between protector and sheet metal. To achieve this sheet metal maybe pounded back.

Official's decisions are final. No exceptions.

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.