

# Pro Class Rules

Any year foreign or domestic, mass produced 2 or 4 door hard top cars or station wagons permitted.

No hearses. No open roofs, no trucks, no vans, no four wheel drive vehicles, no limos or utilities are permitted.

If it is not in the rules, it does not mean you can do it.

Drivers will be given one warning for sandbagging before being disqualified. You must make an aggressive hit every thirty seconds. You will have one minute to restart your car. You are permitted to continue racing if your car catches fire once; however you will be disqualified after the second fire. Do not use your driver's door as a shield. Driver's door hits are NOT permitted. Teamwork is not permitted. You will be given one warning before being disqualified. A 12"x 12" minimum roof sign is mandatory.

## Inspection

- 1) Officials have the right to drill, scope, etc. as they need too.
- 2) Officials have the right to re-inspect any car before, during and after the event.
- 3) Any car found to be cheated will not receive any prize money or trophies.
- 4) All drivers MUST attend the drivers meeting.
- 5) Drivers ONLY allowed in the inspection area while the cars are being inspected.
- 6) Cars that have failed tech get **ONE** re-inspection. All cars that need a 2nd re-inspection must wait until all the cars go through their initial inspection before they get their 2nd re-inspection.
- 7) Cars that fail tech due to rules or safety issues will forfeit entry fee.
- 8) Bring torches!!!
- 9) Anything found outside the rules will not only be cut but will be **REMOVED!!** A half hearted attempt to cut something will not be accepted.

## Frame

- 1) Trailer hitches and braces must be removed. No plating, pinning, heat treating, stuffing the frame of any kind. No welds on frame may exceed a single pass 3/8" max. No weave passes or building the weld up will be permitted. All unused bolts must be removed from frame. Do not paint frame.

- 2) You may seam weld frame from firewall forward top side only with a single bead of weld no weave passes or excessive welds will be permitted
- 3) For coil sprung cars you may use a hump plate they may be  $\frac{1}{4}$ " x 6" x 32" 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. Hump plate must be at least 2" from rear end housing. On 77 and newer gm's you may use a  $\frac{1}{4}$ " x 6" x 38" hump plate. Factory leaf spring cars may have a 6"x11"x  $\frac{1}{4}$ " hump plate
- 4) No frame creasing or hammering, or beating down the top/bottom or sides of frame in any way permitted. You can notch or crease the last 12" of rear frame this is to help rear of car roll not to strengthen the frame.
- 5) If a car has frame damage (rust) you must call first to repair it.
- 6) Frame spacers for body can be no larger than 3" in diameter and must be 1" tall. These may not weld to frame in any way.
- 7) No welding washers, Plates, or anything else over top or inside of spring pockets.
- 8) All cars may be tilted
- 9) A 4" wide x  $\frac{3}{8}$ " thick plate may be welded on the outside of the front frame from the front bumper back extending no farther than the front edge of the front upper A arm mounting bracket. You may use a factory bumper shock or bracket in the same manner.
- 10) Front frames can't be shortened any farther back than the front edge of the core support body mount hole.
- 11) A 4"x 4" x  $\frac{1}{4}$ " plate may be used to replace the core support mount

## **Bumpers**

- 1) Homemade front bumpers are permitted. If you choose to manufacture a homemade bumper, it must conform to the following size limits. It can be no larger than 8"x 8", except the specified middle section. The point over an area of at least 32" wide and cannot exceed 12" wide (front to back) at the tip of the point. The point may only extend out 4" from the flat part of the bumper. If using a factory bumper, it may be loaded or stuffed full.
- 2) You may use  $\frac{1}{4}$ " X 2" X 6" plate to weld from bumper to frame, 2 PER BUMPER MOUNTING LOCATION these must be on top or bottom of frame. Rear bumper shocks must appear stock (Must be round pipe or factory shock no square tubing will be permitted)
- 3) Rear bumper must be factory bumper and may not be loaded. You may use a 3"x 10"x  $\frac{1}{4}$ " strap, welded from your bumper to the body.
- 4) Bumpers cannot be lower than 15" or higher than 22" from bottom of bumper to the ground.

5) On pre-ran cars, if the frame is shortened in the rear and the bumper is replaced, the bumper shocks may not be located closer than 6" from hump plate.

6) Front bumper may be hardnosed.

7) You may have a gusset from core support spacer to bumper this must be below core support no bigger than 2"x 2" max tubing. Core support spacer must run straight up and down.

### **Suspension**

1) You may modify tie rods or run aftermarket. A-arms must remain in stock configuration. Any rubber tire permitted. Rear trailing arms may be Home made, no bigger than 2 x 2 square tubing or pipe AND MUST MOUNT TO PACKAGE TRAY, in factory manner (two separate mounting brackets, nothing connected to the humps). Doubling of tires permitted. Bead locks are permitted, no bigger than 21" across. Aftermarket spindles allowed

2) Coil springs in rear may be welded, wired or chained to rear end.

3) You may use rear end of choice. Rear end protectors may be used but, may not be used to strengthen car in any way.

4) Leaf spring cars may replace broken springs with factory 5/16" leaf springs only. No more than 9 springs allowed and must have a 1" stagger and mounted in factory location. 6 clamps per side.

5) Sway bar may be welded to bottom of frame in the factory location you may use a 1 1/2" X 4" bracket or a 2" square tubing or pipe to weld to sway bar to attach to frame. Sway bar must be a factory-made car type sway bar. Sway bar ends may be bolted and/or welded to lower A-arms.

6) Upper and lower A-arms must be factory passenger car type, nothing homemade will be permitted.

7) Upper A-arms may be welded down, by folding down the front and rear side of A-arm and welding a 1/4" X 2" wide piece of metal on front and rear side of A-arms. The strapping must not extend more than 2" from A-arm in any place. NO other welding on A-arms will be permitted, unless specified. Do not beat the top side of the A-arm down for any reason. This will be cut completely out or car will not run.

8) Lower A-Arms may not be welded. You can change out the new style A-arms for old style ones. Cars do not have to bounce. Solid suspension is allowed. The A-arm brackets may not be modified in any way and must mount as they did from factory. You may re-weld these with a single 3/8" pass of weld.

9) On 98-02 frames, the cup over spring pockets must remain in factory location, these cannot be removed or modified. These cannot be added to 03 and up frames.

10) No spring spacers permitted inside the coil pocket

11) On cars with two separate upper A-arm brackets and a shock tower, you may add a 1" bar or factory wish bone, connecting the two brackets. This must mount between the a-arm brackets and attach only to the brackets and the top half of the coil tower. If this is welded to the frame, you lose it.

12) Coil spring cars may be converted to leaf springs 9 springs maximum 5/16" thick 2 1/2" wide and no longer than 60" in length there must be a 1" stair step. Springs cannot mount farther forward than the body mount in front of rear end main leaf must be on top of springs and rear end must set on top of main. Front mounting bracket may be 3 1/2" wide X 5" long no thicker than 1/4" Rear shackle can be no bigger than 1/4" X 5" and must be a working shackle. If you add leafs you cannot use a hump plate.

13) On factory leaf cars spring may be moved to bottom of frame the front eye of spring must be no farther forward on car as the factory spring is mounted. On coil to leaf conversion cars the front eye of spring can be no farther forward than the body mount in front of rear tire.

## **BODY**

1) You may weld doors, trunk lids, and/or tailgates. Strapping used for welding may not be stair stepped, no excessive overlapping permitted. Strapping may be 1/4" x 3" flat stock maximum. Tops of door skins may be smashed together and welded 1/4" X 3" flat stock be used

2) No interior body seam welding will be permitted. Doors can be welded on outside of body only. Rust repair is permitted-send pictures to cover your tail-1" overlap and factory thickness. Abuse it and modifications may be required.

3) Hoods must be open for inspection. (12" x 12" hole over carburetor) Cars may not be smashed flat. If cars are tucked the rear quarter panels on both sides of cars must be 6" higher than the top of the bumper. If speaker deck is removed, deck lid can attach to package tray. Deck lid can be mounted no further forward than the coil springs.

4) Must have a 1" gap between body and frame, with a stack of washers or spacer of some kind. These may be no bigger than 3" x 3", NO EXCEPTIONS. 1" body bolt max, must start and stop in factory location. All body mounts must be in stock location.

5) You may have 8 bolts in the hood to keep it secure, bolts may be 1" in dia. The front 2 may go all the way through core support. You may use a 1/4" X 2" x 2" spacer through the core support, this may be welded to top of frame and top and bottom of core support only. Spacers may not be lower than top of frame.

6) You may have a front and rear window bar or wire. If using metal, it can be no thicker than 3/8" and no wider than 3". Or, you may use 2 x 2 square or pipe. These may not touch the rollover bar and must be at least 6" away from gas tank protector. They can be welded to roof, no more than 6" from the window area and welded to deck lid no more than 6" from the rear window area. Metal used for this may not exceed 6" in length on roof or deck lid. If you choose not to run a front window bar to the firewall, you may run a bar, within the same measurements, from the halo, to your dash bar. This can't attach to the firewall.

7) Deck lids may have two 1" pieces of all thread, connecting the floor pan to the deck lid. They may also attach to frame by welding the all thread to the frame and must be straight up and down. On wagons, these may go through the roof or rear roof pillars from the rear end back.

8) Two 8" X 8" inspection holes must be put in all deck lids, one on each side of deck lid, within 2" of trunk strapping (must be able to see body mounts behind the wheels). Trunk lids must be factory make and model of car IE: GM to GM, ford to ford, no pre- 1980 deck lids permitted on 80 and newer cars.

9) You can add a piece of angle, 4" x 4" x ¼"max., to top of the core support. This can be No longer than 32". No other metal permitted to be welded to core support, unless specified.

10) Body bolt washers may be no bigger than 3" and cannot be welded to body in any way.

11) You may plate all 4 doors with steel no thicker than 1/8", from door seam to door seam. This is for added safety to drivers. Doors may be plated on inside or outside only not both. Driver's door only may be reinforced anyway preferred.

12) You may add 5 bolts per wheel opening.

### **CAGE**

1) No cage components may be larger than 6", no stacking to make 12". Gas tank protector 32" wide, outside to outside. You may use gussets to make this safe inside, but safe to get out as well.

2) The cage may have 4 down legs and must be mounted between body mount in front of rear wheels and the dash bar-must they must be straight up and down. Cage must be at least 4" above transmission tunnel.

3) Cage of your design and gas tank protector may extend from sheet metal in front of package tray to firewall. On non-package tray cars, the cage may extend from the center of rear end to firewall. The sheet metal may not be removed behind gas tank protector. The rear seat bar can be mounted no farther back than where the kick panel meets the bench seat.

4) You can have 2"x 2", pipe or tube, kickers from the front dash bar to the top side of frame, behind A-arms. No other material may be used, they may but up against A-arm and start no farther back than 2" off A-arm. The kickers must be located behind A-arm bracket on 98 – 02 or behind A-arm on all other models, closest to firewall of car. These may only be used if not running a full Extreme style engine cradle. These are for those that don't have the high dollar cradles. If running a full engine cradle kickers may not be used.

### **ENGINE / TRANSMISSION**

1) Engine swaps are o.k. no form of mounting engine and transmission may strengthen frame or body.

2) You must use a frame mount to attach engine to frame. Aftermarket mounts are ok (Overkill and ZTR and ski inc. bar style type mounts are fine). Engine can be welded in solid. No chains permitted to engine. Nothing may be welded to frame rails engine mounting must weld only to cradle under engine.

3) External headers may be used straight up through hood only. Radiators may be removed but cannot be relocated in the vehicle. Radiator overflow must be pointed down to the ground. Bolting of sub-bracing of hood is permitted if hole is cut in hood but shall not exceed 8 - ½ "bolts in hood.

4) Distributor protectors and engine cradles will be permitted. Mounting of these may not strengthen car in any manner. Nothing on engine may be wider than stacks.

5) Transmission protectors are allowed. They may not attach or brace to the cross member, frame, or any part of the cage components Trans blanket is recommended. OEM trans cross member or 2X 2 X 1/4" max replacement. 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. NO bolting or welding the skid plate to the frame. Trans mount may be bolted or welded in.

6) Original gas tank must be removed and replaced with a boat-type tank or fuel cell only. moved inside of car behind driver's seat but no further back than rear axle no ratchet straps may be used on fuel tanks they must be securely fastened with bolts and metal straps. No stock tanks inside of car batteries must be moved to passenger side floor board and securely fastened.

7) You may run an electric fuel pump but you must have a on and off switch clearly marked.

8) All fuel lines must be secure and leak proof. Any method of mounting tanks can in no way strengthen your car.

9) Any stock type radiator is allowed, and must be mounted in stock location. You may (float your radiator) using 9 wire, bungee straps, or anything of that nature, maximum of 3 spots. If using a steel fan it must be a clutch fan and covered with the hood. Plastic solid fans will be acceptable. Electric fans are permitted.

10) No chains to engine permitted. No water coolers permitted or overflow bottles permitted must be factory car radiator or an OEM replacement only. Auxiliary transmission coolers are permitted they must be covered and securely mounted.

11) No radiator protectors or fan protectors permitted.

12) No more than 2 batteries allowed

**This is not a 5ft class. No Loaded Frames and No skinned sheet metal. These cars are going to be patched and repaired but must not be overkill.**

Contact Justin Hartzell for questions. 304-559-7893

