

Midsize Class Rules

FWD&RWD Midsize- Any American made car can run with the following exceptions; all vehicles must be, 6 cylinder or less, and under 108" wheelbase. If you are unsure about vehicle being eligible for class, ask.

❖ Frame

➤ Seam Welding-

- Absolutely no seam welding is allowed, on frame or body. ➤ Shortening-
- You may shorten the front most part of the frame rails only. You may cut the frame off the crush zone flush with the front edge of the body mount hole. The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. If you remove the body mount completely or relocate it, you will not run.

➤ FrameShaping-

- No frame shaping anywhere on frame.

➤ Frame Repair-

- Pre-ran vehicles will be allowed (4) 5x5x3/16" plates, these plates can only be on one side of the frame. There must be a 1" gap between fix it plates. We need to see a proof of bend to warranty the plate.

➤ Bumper

- stock bumpers only no loading or homeade bumpers. You may weld the chrome skin to the backing
- Front and rear bumpers may have (2) spots of #9 wire (4 loops) from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame).

➤ Bumper Height-

- Cannot exceed 21" to the bottom of the bumper/frame from the ground and it must be a minimum of 14" from the ground to the bottom of the bumper or frame in the rear, whichever is lower. Rear rails cannot be higher than 21" at start of event!

➤ Bumper Brackets- You get 2 choices, pick 1 or the other, not both!

- Any automotive bumper brackets may be used. No more than one set of brackets may be used. Welding of shocks to the bracket is allowed in the factory position. Shock must be stock with bracket. Brackets cannot go any further back than the very front most part of your front suspension. No manufactured brackets/replica brackets may be used. No loaded bumper shocks.

OR

- You can use (1) 5" wide x 3/8" thick plate extending from your bumper down the frame and cannot extend any further back than 12" from the front of frame. This bracket cannot be on more than one side of frame. You can wrap this strap around the front of the frame 4" to create an "L" shape. This is to give you enough material to weld your bumper to the strap. Do not abuse this rule YOU WILL CUT.

➤ Rear Frame Rails-

- Notching/Dimpling is allowed, pre-bending rear frame rails is allowed. You cannot weld your notches back together.
- ❖ Body
 - No other seams may be welded other than what is outlined in these rules! Absolutely no exceptions.
 - Doors-
 - You may weld your doors with nothing larger than 3" by 1/8" plates solid around the door seams . It must follow the door seam. Do not overlap strap or you will cut the strap off. If you chose not to weld the doors, they must be tied shut in six locations using 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points.
 - You can add bracing to the exterior side of the driver's door. Drivers Door bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior driver door seam either forward or backward. Door sheeting may be up 1/4" thick. It is highly recommended that you add this additional bracing for your safety!
 - Doors can be welded along the top (where the window comes through), to connect door sheet metal, pound over and weld no added material.
 - Shaping-
 - Body lines/shaping may be pounded on outside of car, no shaping other parts of car (firewall, transmission tunnel, etc.) Any shaping of these areas will result in a load situation.
 - Body cannot be pounded over and welded or bolted
 - Sub Frame Mounts-
 - Bolts can be replaced with up to 1" bolts, sub-frame can be sucked up tight, or mounts can be replaced with steel spacers or washers but must be the same diameter as stock spacers. Body spacers can be welded to the frame in 2 spots, 1/2" long weld each, this is to keep them from moving. Bolts may extend through body and have up to a 5x5x1/4" square or 6"x1/4" round washer on top. Do not weld body bolt washers to the body.
 - Bolts must be up inside of frame as factory. If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck.
 - Absolutely no subframe mounts may be moved or added, unless otherwise specified, do not shorten the front of your car past the sub-frame mount hole as your car will not run. You can nut the all-thread on the bottom of the core support mount.
 - #9 Wire in Window Openings-
 - Absolutely no #9 wire is allowed in this class.
 - Hoods and Front Clips-
 - Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with (12) 3/8" or less bolts and 1.25" diameter washer to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts.
 - You are allowed 6 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread.

- Your front 2 rods must go through core support mount/front sub-frame mount. You may have 2 rods that can weld to frame, these must stay completely vertical, no added material, no bending the rod to weld more or make a gusset! The other 2 connections must be sheet metal to sheet metal only.
- If not using threaded rod for the back (4) mounts, chain (3/8" max) 9 wire (4 strands) or angle iron (6" long, 2" x 2", 1/4" material welded to hood and fenders with (2) 1/2" bolt through it) is allowed, 4 connections max.
- All hood bolts must be placed outside the windshield bars. You may have washers for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round. These cannot be welded to the hood.
- Core Supports-
 - Core supports must be factory to the car you are running.
 - Core support must go in the factory location, no sliding forward or backwards. It must line up with the stock bolt holes, you may use the factory bolts and bolt holes to attach core support to fenders. No other material may be added to attach the core support to the fender unless otherwise noted.
 - If you wrap or fold your fenders around the front of the core support do not exceed (6) 3/8" bolts and 1.25" diameter washers to bolt back to the core support per fender.
 - Radiator support mounts can be removed, and you can suck the radiator support down solid.
- Sheet Metal Rust Repair-
 - DO NOT cut any sheet metal you are repairing out. Sheet metal must be same thickness as body, repair sheet metal must remain flat, no forming or rolling plate to add strength. This metal can exceed 2" past rusty metal.
- Trunks-
 - You can fold trunk lid over. Do not slide your trunk forward or back, trunk must remain on hinges.
 - Trunk lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes, inspection hole may have (4) 3/8" or less bolts and 1.25" diameter washers bolting the two layers back together.
 - Trunk seams can be welded solid with 3" wide 1/8" thick strapping.
 - Your trunk lid may be V'D or canoed in the center, but the drip rail must remain at least 10" off the trunk floor. The 10" will be measured from the top of the frame rails not the spare tire hole. You cannot attach the trunk lid to the floor in any way
 - (2) 1" All-thread may go from the trunk lid to the frame or trunk pan. If welding to frame rod must be welded vertically and no more than 4" of weld. Threaded rod must pass through trunk lid and not through fender.
 - If not welding, chain (3/8" max) 9 wire (4 strands) or angle iron (4" long, 2" x 2", 1/4" material welded to hood and fenders with (1) 1/2" bolt through it) is allowed, (8) connections max to bind the seams.
- Rear Window Bar-
 - You are allowed a rear window bar which may not be any larger than 2x2x1/4" square tubing or 3"x1/2" flat strapping. This bar must be centered in

the car and can only extend on the rear-most part of the roof for 6", this 6" will be measured from the rear window opening. The bar must be in contact with the front trunk seam and can only extend 6" on the trunk/speaker deck and must stay on top of trunk sheet metal. Do not attach or butt up to the roof sign/roof sign mount/ halo.

- Front Window Bars-
 - All cars must have something in the front window opening, chain/9 wire/ plate. If you are using plate, it cannot exceed 3"x3/8" flat strapping, it cannot extend more than 6" on firewall and 6" from windshield opening. No more than (2) chain/9 wire/plate in front window opening.
- WheelWells-
 - You may cut wheel wells for tire clearance. Fenders may be bolted back together with (6) 3/8" bolts, and 1.25" diameter washers. No rolling your fenders and welding them.
- Radiators-
 - When mounting the radiator, you must NOT reinforce the core support in any way.
 - You may have one or the other of the following in front of your radiator-3/16" expanded metal that cannot extend past the front body mount bolts. May be attached with 10 - 3/8" bolts or 10 - 1" welds.

OR

- An automotive air conditioner condenser bolted in with 10 - 3/8" bolts or 10 - 1" welds.

❖ Engines, Transmissions, and other Equipment

- GasTank-
 - 10-gallon tank max, Fuel cells must be well constructed and out of a durable material. No plastic tanks, metal is preferred, boat tank type is fine. Any splashing, spilling, or leaking of fuel will result in a broken flag. Fuel cells are recommended to be mounted to the gas tank protector/ cage. No "Gas Tank Holders" ❖❖❖. Fuel line should be secured and away from the exhaust.
 - Fuel tank must be bolted or chained in place with a floor mat covering it. No ratchet straps unless it's a secondary device.
- Pedals and Batteries-
 - All battery boxes and gas pedal/brake pedal, and any plate attached to it must be at least 2" away from all body bolts. These items must be bolted to sheet metal only, they cannot be attached to the frame in any way. No Larger than 1/2" bolts and standard washers may be used to mount items (No full plate washer's underneath).
- Oil Coolers, & Transmission Coolers-
 - Engine coolers and transmission cooler will be allowed. These coolers cannot be placed to reinforce the car.
- GasTank,TransmissionCooler,Battery,Pedals,Shifters,etc.
 - All equipment must be fashioned tightly to the vehicle! * We do not want to see anything come loose during the event, if it does, your stick will be pulled.
 - Equipment cannot be attached to floor sheet metal and cage, one or the other.

- Motor-
 - Motor must be similar to the vehicle you are running, no V8s allowed, motor must be in a like stock location.
- Engine Protector-
 - No engine protector components are allowed, no cradles, carb protectors, etc.
- Engine Attachment-
 - Engine must attach like factory, no added material may be used to weld motor in.
- ❖ Cage-
 - A 4-point cage and some sort of rollover protection is mandatory, this is a non-option. Safety is our #1 priority. A 4-point cage consists of a dash bar, a bar behind your seat, and 2 bars connecting those bars running along your doors. Either a bar that extends up from the back-seat bar, behind your seat, and is welded/bolted to the roof, or a halo bar that extends up from the side bars and connects with a bar across the top of the roof will be sufficient for rollover protection.
 - 4 Point Cage-
 - All cage material may be no larger than 6" diameter.
 - Door bar lengths are not to exceed 62". This bar must not extend more than 18" behind the center post on a four-door car and 10" behind the center post on a two-door car.
 - Dash bar and seat bar can only be 6" diameter or less and you may use only one, no doubling of these bars.
 - All bars must be on the interior of the vehicle.
 - The bar behind the seat can be no further than 6" behind the seat and must follow the center post rule above.
 - Cage may be gusseted at each joint and one on each side of the gas tank protector.
 - All bars must be straight bars nothing contoured to the body.
 - All cage components must be a minimum of 4" off the floor, except for down legs that you will be allowed. Dash bar will be measured at the transmission tunnel; all other bars will be measured at the nearest part of the floor (This includes the gas tank protector). No cage components may be welded to the floor, except for the down legs.
 - All cage components must be at least 6" away from the firewall at the start of the event. NOTHING can be closer than 6"!
 - Down Bars-
 - You will be allowed (4) down legs. Down legs can be no bigger than 2"x3"x1/4", welded to the door bars, and they must be vertical. They cannot extend higher than the cage bar unless being used as your rollover bar. These bars may be welded to the top side of the floor and must not have any other material use to weld the down bars to the floor. If these legs are welded to the front or back of the door bar they will be added to the total length of the bar, which is still not allowed to be longer than 62". Legs must be attached to the main 4-point cage, NOT the gas tank protector. Front down legs cannot extend further past the INTERIOR front door seam and rear seat down bar

cannot extend any further backward than the rear of the door bar based the door bar criteria above.

- Halo/Rollover Bars-
 - Must be attached to the 4-point cage following the length of bar rules above. Can be welded to floor with no larger material than 2"x3"x1/4". Must be vertical, not angled forward or back. The bars may be bolted to the roof with (4) 1/2" bolts.
- Gas Tank Protector-
 - Tubing for protector must be 6" diameter or smaller. The protector must be no wider than 24", must be at least 4" off the floor, and must be in the center of the car. Protector must have a 1" gap between the rear package tray and any sheet metal and cannot be attached to it in any way. If you are caught attaching your gas tank protector to the package tray, sheet metal, or frame, a 3" gap will be required between the protector and the package tray to fix the problem. If you extend the gas tank protector above the package tray it must be perfectly vertical and not extend more than 6" above the speaker deck.
- ❖ Wheels, Suspension, and Steering
 - Rear Suspension-
 - Rear suspension must be stock to the vehicle you are running, struts must be stock with no added material.
 - The rear suspension of cars can be welded to achieve desirable bumper height. On a strut vehicle you cannot add any extra material, only weld around the strut rod.
 - RearControlArms-
 - You may brace the rear control arms, you must use the stock control arms to the vehicle you are running, and all material must be inside the control arm.
 - Tires and Wheels
 - Wheels no bigger than 16", no split rims, no studded tires. Doubled tires are ok, we don't want any flats!
 - Foam filled tires are not allowed on drive tires.
 - Valve stem protectors are ok. Tires may be screwed to rims. Wheels may be bead locked. You may run weld in centers.
 - Outside of the rim may be reinforced but no bracing may extend past the outside edge of the rim, this includes the bead lock. All wheels must have start as a factory wheel.
 - Front Suspension and Steering-
 - **FACTORY STEERING CONFIGURATION FOR THE CAR YOU ARE RUNNING MUST BE USED.**
 - Struts-
 - Front suspension must be stock to the vehicle you are running, struts must be a stock strut with no added material.
 - The front suspension of cars can be welded to achieve desirable bumper height. On a strut vehicle you cannot add any extra material, only weld around the strut rod.
 - Tie Rods, Ball Joints, and Rack-

- Tie rods and ball joints must be stock to the vehicle you are running. The rack must be stock to vehicle.

****IF A CUTTING TORCH IS BROUGHT INTO THE PITS YOU MUST HAVE A FIRE EXTINGUISHER ON SITE AS WELL****

We reserve the right to modify any rules as needed.