



Galax Volunteer Fire Department
2023 Demolition Derby Rules

Saturday July 15th, 2023

Felts Park– Galax, VA

*****Total Purse Payout \$7,100.00*****



PRE REGISTRATION IS REQUIRED

- You must register your car and pay before 7:00pm on Thursday July 13, 2023 (48 hours before race time).
- You will be able to register on the Galax Fire Department website and pay there as well. The link is www.galaxfire.com.
- If for any reason you do not register before the deadline there will be an additional fee of \$100.00 per car. After the deadline it will be \$150.00 to register each car.
- Entry fee will be for the driver and one additional pit crew/pass wrist band. Additional people in the pits will be \$25 per person.
- Kids 5 and under will be free and kids 6-12 will be the same price as normal gate entry fee.
- No person **WITHOUT** a pit crew/pass wrist band will be allowed in the pit at any time.

REFUND INFORMATION

Refunds will only be issued if event or events are called and cancelled by the GFD Motorsports Committee. **NO other REFUNDS will be issued.**

All rules will be enforced by the Galax Fire Department Motorsports Committee

Read and re-read ALL rules carefully, do not twist or bend these rules. If it doesn't say you can do it, don't assume that you can, ASK first or don't do it! . All Judges' decisions will be final!! Use common sense!!! Please call or text [Therron @ 276-237-8187](tel:276-237-8187) or [Jason @ 276-233-2527](tel:276-233-2527) or email jbowers@ballardrealty.net or mcoomes320@galaxfire.com if you have any questions on any of these rules.

To stay up to date on any information regarding the races, please follow Galax Fire Department on Facebook and Instagram.

Special thanks to Carolina Derby Promotions for providing the Galax Fire Department with the following sets of rules!



Please check out their **website** <https://carolinderbypromotions.com/> for more information on their upcoming events!

All rules will be enforced by the Galax Fire Department Motorsports Committee, following the rules that we have graciously adopted from Carolina Derby Promotions. All decisions by the committee will be final.

- Pg 4 – V8 Modified Rules
- Pg 9 – Stock V6/4 cylinder
- Pg 10 – Mini van/SUV/Mini truck
- Pg 12 – Stock V8

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

Our website is www.galaxfire.com. You will be able to pre-register all cars here.

****Total Purse Payout \$7,100****

-Payout: V8 Modified 1st place \$2,000 and Mad Dog \$1,500. Stock V8, Stock V6/4Cy, & Mini Van/Truck 1st place \$700 and Mad Dog \$500. For this payout there will have to be a MINIMUM of 10 cars per class. If there are fewer cars than this the payout will be adjusted accordingly the night of the event.

-Cars may be denied entry or removed from races/heats for any violation of the rules.

-All drivers and anyone in the pits will be required to sign a liability waiver. People under the age of 18 will need a guardian to sign a liability waiver for them.

-Drivers or Pit Crew are NOT allowed on the stage at any time. At NO time will they be allowed to enter the announcers stage or walk up on it unless ask by a track official. If any driver or any of their pit crew is on the stage without being directly asked by a track official, the driver will be automatically disqualified.

-Drivers are NOT allowed to get out of their cars during any race unless directed by a track official. Drivers are NOT allowed to work on their cars during any race unless the track officials have stopped the race and that is the reason the car will not start back. If the car stops running before we stop a race the driver is NOT allowed to work on the car. If a track official stops the race and that is the reason the car will not start back the driver will be allowed a reasonable amount of time to restart it. That time will be determined before the races start. However, if the driver can get the car started from inside the car they are allowed to do that at any time and continue the race.

-Each Race/Heat will be filmed from the stage in case there are any questions/concerns about finish and placing of cars.

-Opening Ceremony will start at 6:30 pm and races will start at 7:00 pm.

-Racers will be allowed to work on their cars between heats and races until the time for them to be in the staging lanes for the next race. Drivers MUST race the same car, NO exceptions!

-Pit gate will open at 12:00pm on Saturday July 15th. You will have to pay for the car and additional wrist bands before entering pits. Drivers meeting will be at 5:30 pm and cars must be registered by 5:30pm on Saturday night before the drivers meeting or you will not be allowed to race. All drivers must attend the drivers meeting.

-There will be an entry lane on the track and a separate exit lane off of the track. Racers for the next heat will be REQUIRED to have their car in the entry lane prior to the last car coming off of the track from the previous heat or they will be disqualified.

-Drivers may enter more than one car and drive more than one car. However drivers will not be allowed to put different cars in different heats if a previous car breaks down or is no longer running. Once a car starts a heat that car must finish that heat (race) or the driver is no longer allowed to race.

-HELMETS (DOT REQUIRED, NO EXCEPTIONS) and IMPACT RESISTANT EYE PROTECTORS are required. Driver can be disqualified at any time if either belt or helmet is removed during heat. Drivers must wear long sleeve shirts and pants or coveralls (it is suggested that you consider wearing a fire suit or some type). No electronic communications between driver and any other individuals are permitted. **NO TWO WAY RADIOS!!**

-WINDOW NETS are recommend but are not required.

2023

V8 Modified

Rules

(Old and New Iron)

GENERAL:

- Any year American made sedan or station wagon is allowed EXCEPT: Imperials, Hearses, Limos, Checker Cabs, and Ambulances. No 4X4's, AWD, SUV's, vans, convertibles, T-Tops, El Caminos or any model with a truck bed. No Sedagons.
- Do not paint anywhere on suspension or frame. We will not even inspect your car.
- Cars must be stripped completely. Remove all decking in wagons. Vehicles must be clean of all debris. All glass removed.
- You must have a working seat belt. Lap or shoulder is fine.
- You may remove anything, NOTHING can be added!!
- Any tire may be used in this class!
- Any stock wheel can be used in this class, Weld in center allowed, beadlocks allowed. No (2) piece wheels!
- All cars must have working brakes.

BODY:

- You may remove body bushings and suck body tight to frame. 3/4inch body bolts max! Body bolts may not exceed through the frame, must be inside the frame only. Nut and plate on top. Maximum plate size is 4" x 4" x 1/4" inch.
- You may weld the driver's door all the way around, all other doors 6" on/6"off. 3" x 1/4" strap max.
- Doors must be at least chained or wired.
- Body creasing will be allowed on the rear quarter panels and front fenders only other than this there will be Zero crease enhancement, Zero sheet metal forming, shaping or folding.
- You are allowed (4) 3/8" bolts per wheel well
- Rust repair is limited. Patched metal must be the same thickness as floor boards or body. Max 1inch overlap to good metal outside rust area. Do not abuse this rule or you will cut!
- No welding of interior body seams.

- You may run a driver's door plate. 12" wide and can overlap the driver's door seam 3". (1/4" thick max). Has to be stitch welded every 4". (Can't Weld Solid)

FRAMES:

- ABSOLUTELY NO WELDING ON FRAMES ALLOWED except You may weld frame seams A arms forward single pass 3/8" max bead!!!
- Frames must appear completely stock in appearance. No frame shaping. All factory frame holes must remain open. Absolutely no metal may be added inside the frame.
- You may notch or dimple the frame in multiple locations per frame rail. Notch or dimple must be between back of rear humps and back bumper. NO EXCEPTIONS.
- IF SHORTENING THE FRONT FRAME SECTION, A MINIMUM OF 20" OF FRAME MUST REMAIN. MEASUREMENT TAKEN FROM FRONT OF FACTORY COIL POCKET LOCATION TO THE BACK OF THE BUMPER.
- Coil spring cars may have a 22"x6"x3/8" hump plate, Leaf springs cars get 12" x 6"x 3/8 hump plate. plate must be on the outside of frame facing the wheel and must be clear of any rear end bracing by 3". Plate must be located between the 9 and 3 o'clock on frame rail.
- 80's – 02: You are allowed to cut tabs and tilt at the crush boxes or cold bend or cut and weld back with a single pass, must be in front of factory cross member. Max spacer at core support is 8", no added metal. 03 and up NO TILTING!
- All cars must use the factory core support mounts. There is to be no welding of angle iron or pipe to the side of the frame to mount your core support. This mount is considered a body mount. Mount may be replaced with 3/4 inch all thread that may run through the top side of hood.
- Core support and core support mount must be in factory location.
- Fresh or Pre Run Cars: You are allowed 4 plates total. 4" x 4" x 1/4" thick plates only. No splitting up or dividing to double plate. These plates can be anywhere on frame but can't act as kicker or gusset and can't attach to the body. These plates must remain square they can not be stretched or manipulated to be longer. These plates must be painted white.
- Pre Runs: You are not allowed any additional plates after your 4. You get your choice when to put them on. (4 plates total on car)

SUSPENSION/STEERING:

- No suspension modifications allowed. Must remain strictly stock. Suspension must travel. Only exceptions below.
- No aftermarket or gm lift spindles.
- You may weld A-arms down 1 strap per side of A-arm 1/4" thick 2" x 4". If welding a-arms down the a-arm must appear stock. Do not deform or alter a-arm. ONLY THE STRAP IS ALLOWED.
- On the back you may use 1 chain on each side from the package tray (not around frame rail) straight down around the rear end. (No welding links to frame rails).
- You may run an aftermarket steering column. Steering box must be in factory location. No Hydraulic Steering.
- Aftermarket ball joints are permitted. Only welding permitted is to weld in ball joint sleeves, no added metal. Sleeves permitted but nothing homemade. No square tubing ball joint sleeves.
- Aftermarket tie rods permitted, no heim joints. Must have factory style set up with ball joints.
- Leaf cars may run leaf clamps (Max 6 per side)

- Leaf cars must run factory leaf springs. No adding leafs or homemade leaf packs.
- Must run shocks, no all thread.
- 2003 and up Fords: All 03 and newer cars must use a factory aluminum engine cradle and steering rack. THIS MEANS THE OEM RACK AND CRADLE, NO AFTERMARKET AND NO TRUCK SWAPS OR OTHER OEM SWAPS. OEM FOR 03 AND NEWER ONLY WILL BE ALLOWED. 03 and newer Fords will be allowed to use the old-style spindles and upper A arms. NO ADDED METAL.
- Reinforced factory or aftermarket/homemade trailing arms (both upper and lower) are OK. Trailing arms may be lengthened or shortened to achieve correct pinion angle. Factory bolt hole sizes must be used in all control arms. 2" x 3" Max.
- 1998 and Newer Fords: Watts link kits are permitted. If using a watts link aftermarket or homemade it must bolt to the package tray utilizing only 1/2" maximum bolts. You MAY NOT bolt through the package tray to the body. NO WELDING TO PACKAGE TRAY. Watts link uppers must be two separate pieces. Lowers may be a max of 2" x 3" 1/4" square cut for desired pinion angle and mounted in one fashion. A bracket on the inside of the frame in factory location may be welded but lower 2"x3" must bolt to that bracket. LOWER CANNOT BE WELDED IN ANY FASHION. Upper watts link uppers cannot exceed 8"x8", lower brackets can be a max of 3"x3" x 1/4" thick and 6 inches long.

DRIVETRAIN:

- You may run any motor and transmission.
- Lower engine cradles will be allowed. Only lower engine cradles, no full cradles, no distributor protectors, no halos, no skid plates, no transmission protectors. Cradle can not in any way tie into or touch the frame or body.
- Pully Protectors are allowed; if running pully protector you must remove sway bar.
- Only lower motor mounts may be welded to cradle only. You may use two 3 / 4" thick 6 x 6 spacers to raise the engine for steering components clearance. You may extend off back of cradle but nothing excessive. Nothing can be welded to frame. For example(SBC in Cadillac or Ford).
- 2003 and up Fords: You may run a Smith Metal Works bolt in engine mounting system or equivalent. Bolt in only no welding.
- You may run aftermarket motor mounts. Nothing may add strength to car!
- No Steel bell housings. No Steel tail housings.
- Ultra Bells allowed. Ultra Bell can only be attached to pump.
- Any 5 or 8 lug rear end. Rear end may be braced but can not add ANY strength to the frame or body. INSPECTORS HAVE FINAL DECISION, YOU WILL CUT IF IT ADD STRENGTHS TO FRAME OR BODY.
- Floor shifters, headers, and gas pedals are allowed. None may strengthen the car in any way.
- Slip drive shafts are allowed
- Pinion Brakes are allowed.
- You may have 2- 3/ 8" chains attached from engine to frame cradle. For safety only.
- A maximum of 2" x 2" straight square tubing may be used for cross member. This cannot strengthen the car in any way!

DRIVERS COMPARTMENT:

- 4 point cage is highly recommended! Maximum 60inch side bars, 4inch diameter max. Cage cannot extend farther than 6" behind the driver seat. Only (4) down bars are allowed. Down bars can attach only to floor sheet metal. Down bars must be completely vertical. Roll over bar is optional but

recommended. Can only be welded to back seat bar or sidebars. Not to the floor! Roll over bars must be completely vertical. Cage has to be 4" off firewall and 6" off floor

- A front windshield bar is mandatory! 2 windshield bars from roof to cowl area. Cannot be welded. Maximum size: 3" wide, 1/4" thick.
- No Rear Window bars are allowed
- You may weld the driver's door all the way around, all other doors 6" on/6" off. 3" x 1/4" strap max.
- Gas tank and battery must be moved and firmly secured. Aftermarket fuel cell or gas tank behind the seat, battery in the passenger floor board. Nothing may be mounted in such a way to strengthen the car. Boat tanks must be securely mounted and properly covered.
- You may have a 32" wide gas tank protector 3" x 3" max tubing. It may butt up to package tray but can not be bolted or welded to anything. You may have 1 diagonal bar on each side coming off halo or rear bar to gas tank protector but must be below the bottom of window opening.

BUMPERS:

- You may use any stock bumper off any car.
- **HOMEMADE BUMPERS ARE PERMITTED BUT MUST MEET THE FOLLOWING SPECIFICATIONS. MUST NOT EXCEED 8"X 8". IF IT HAS A POINT THE POINT MAY NOT EXTEND MORE THAN 4" FROM FLAT FRONT OF BUMPER. POINT MUST TAPER OVER 32".** Homemade Points that step out then taper over 32" will not be allowed. BUMPERS MAY NOT BE SLEEVED AROUND FRAME RAIL. BUMPERS MAY NOT BE BUILT BACKWARDS AROUND RAIL. BUMPERS MUST START AT FLUSH MOUNTING POINT AND BE BUILT FORWARD. NO AMISH POINTYS OR REPLICA POINTYS.
- You may collapse bumper shock's and weld a single pass around the shock. Shock must be inside or outside of the frame (not both).
- Factory Bumpers may be loaded but everything must remain inside of the factory envelope.
- You may weld a bracket on the outside of the frame only. You may only bolt or weld 8 inches (single pass only) back from the end of the frame rail, not the length of the bracket or shock. Judges' decisions are final on this. Please call if something is in question.
- If not using factory bumper bracket you may use a 4" x 8" x 3/8" thick plate on outside of frame to mount bumper but you can not use both.
- You may hardnose bumper.
- You may only use front bumper brackets to mount the front bumper. No rear brackets will be allowed for any style car.
- No shocks may be inside the frame UNLESS it came that way from the factory.
- Rear bumper may be hardnosed but no shortening and will be allowed a 4" x 8" x 3/8" plate from rear of bumper or a factory bracket (not both).
- Maximum bumper height is 21 inches to bottom of bumper. Minimum bumper height is 14 inches to bottom of bumper.

TRUNKS:

- Trunk lid must remain in stock location.
- You may pick between 3 options. 1. (6) 3inch length angle to angle with one 3/8inch max bolt per fastener. 2. Tuck trunk, (4) fasteners on top, (2) inside trunk, (fastener's can only attach to body only). 3inch LENGTH MAX ANGLE TO ANGLE WITH ONE 3/8inch MAX BOLT PER FASTENER. 3. Weld 6 on 6 off, 3" x 1/4" strap max. Pick one or the other, not all.
- If chaining, you're allowed 3/8inch chain in (6) spots.

- If wiring, you're allowed (4) loops in (6) spots.
- If chaining or wiring: 3/4inch washers may be welded to body for chain/wire to run through.
- Absolutely no wedging. You may V or dish truck but it must remain 8" off of floor pan and the quarter panel must remain upright.
- Wagons may have a max of (4) fasteners. Pick one from above. Fasteners can only go through the body. Nothing can attach to the bumper.
- If the trunk will not open, a 12 inch hole must appear for inspecting. You may use (4) 3/8inch bolts with 1 1/2inch washers to hold the inner and outer trunk lid together.

HOOD:

- Hood must remain in stock location.
- Hood must be open at time of inspection.
- A 12 inch hole must appear in the hood for fire suppression. (2) 6inch hole's okay. You may use (4) 3/8inch bolts with 1 1/2inch washers to hold inner and outer hood liner together.
- If bolting, you're allowed (6) 3inch max length angle to angle with one 3/8" max bolt per fastener.
- If chaining, you're allowed 3/8inch chain in (6) spots.
- If wiring, you're allowed (4) loops in (6) spots.
- If chaining or wiring: 3/4inch washers may be welded to body for chain/wire to run through.
- You may replace 2 of the 6 points of hood attachments with 3/4 inch max threaded rod. Rod may replace the body bolt and run through the top of core support and mount through hood. (max (4) 4"x4" plates can be used).

RADIATORS:

- Radiators must be in stock location.
 - You may protect the front of the radiator with condenser or 24" wide by 1/8" thick pleated steel or expanded metal or 1/8 core support guards connected by 6 – 1" welds or 6 – 3/8 Bolts.
 - Radiator must hold water. No alcohol or antifreeze allowed.
 - No foam filler will be allowed around the radiator.
- You may secure the radiator with two options: 1. Two ratchet style straps. 2. Two pieces 3/8inch max threaded rod behind radiator. This rod only may be sleeved.(Rubber hose). This rod only may run from top to bottom of core support. It may not go through the hood! Pick between 1 or 2 but not both. **NO EXCEPTIONS!!**
- Transmission coolers are allowed.

2023

Stock FWD/Compact

Rules

- Must be unibody front wheel drive 4 and 6 cyl. No PT Cruisers.
- Car must be completely stripped, no windshields.
- Hoods must open during tech.
- Must be factory drivetrain, no carb conversions.

- Any tire is allowed. No bead protectors, no valve stem protectors, no solid wheels, must be a stock rim. No foam filled tires.
- You may wire, chain or weld doors, trunk, and hood.(If welding plates can't exceed 3"x3"). 4 points of attachment on each door, trunk or hood. Hood must be bolted from hood to fender, no all thread through hood.
- You may run a driver's door plate. 12" wide and can overlap the driver's door seam 3". (1/4" thick max). Has to be stitch welded every 4". (Can't Weld Solid)
- Gas tanks must be moved to back seat unless factory location is in front of the rear axle.
- Battery must be moved to the passenger floorboard secured and covered.
- All air bags must be disconnected and removed.
- All sunroofs must be clear of glass and shall be covered with sheet metal. Nothing to add strength.
- Bumpers must remain factory..
- Any Compact FWD Bumper may be used. You may weld it at attachment point but you must retain your factory brackets or crush boxes that came on your car. No Shortening.
- Suspension must stay stock, no aftermarket anything on suspension, must bounce.
- 4-point roll cage is recommended
- No creasing or pre bending of body
- This class is a gut and go the car must remain stock unless noted.
- Yes you can run headers.
- Simplified wiring harness are Okay.
- No welding on the car anywhere except for what's stated above. This is a fun easy stock build.
- Must cut a 12 inch hole in the hood for fire suppression.
- Computer and fuse boxes must remain under the hood.
- Spray Foam – You may use a little spray foam around the computer, fuse box, etc. but any excessive foam or foam used to hide anything will have to be removed. Use common sense.

2023

Mini Van/SUV/Mini Truck

Rules

General Class Vehicle Rules:

- Mini Truck: Any small truck under a 1/2 ton with a 4 or 6 cylinder engine using only 2 Wheel Drive (can originally be 4WD as long as 2 wheel assemblies are disabled.) No Full size trucks, stub nose trucks, flat beds, dump beds or el caminos. Must have factory bed for year and type of truck. If you have a vehicle in question be sure to check prior to the event.
- SUV: Any small to mid size SUV using only 2 Wheel Drive (can originally be 4WD as long as 2 wheel assemblies are disabled.) Must be 4 or 6 cylinders. No open Jeeps or Full Size SUV such as Tahoes, Yukons, Suburbans, Expeditions, etc. If you have a vehicle in question be sure to check prior to the event.
- Mini Van: Any small size van with a 4 or 6 cylinder engine using only 2 Wheel Drive (can originally be 4WD as long as 2 wheel assemblies are disabled.) No full size vans, stub nose vans, cube vans, broncos, suburbans, etc. If you have a vehicle in question be sure to check prior to the event.
- Vehicles must be stripped completely. Vehicles must be clean of all debris. Dash can remain. All glass must be removed.
- You must have a working seatbelt. Lap or shoulder is fine.
- All vehicles must have working brakes.

- Everything must remain stock unless noted.
- Any vehicle in question be sure to ask before you buy or build!!!!

BODY/DOORS/BEDS:

- Pick between weld, chain, or wire.
- If welding: Total of 16" of weld per vertical seam. This means you get (4) 4inch welds per vertical seam. Split it up how you please.
- If chain: Max of (4) 3/8inch chain per door.
- If wire: Max of (4) loops in (4) places per door.
- No body creasing.
- Inner fenders may be removed.
- Outer wheel wells must be in place. Minimum clearancing is permitted but do not get carried away.
- Trucks may weld bed to cab, total of 16" weld per vertical seam.
- Truck beds must remain stock, no folding over.
- You may run an outside driver's door plate. 12" wide and can overlap drivers door seam 3". (1/4" thick max). Has to be stich welded every 4". (Can't Weld Solid)

DRIVERS COMPARTMENT:

- (4) point cage, roll over bar, or dash bar is highly recommended. None to add strength but for safety reasons only. None of the bars may attach to frame/unibody, or extend into the backseat area. Down bars can only attach to floor sheet metal. Must be completely vertical.
- The gas supply must be removed from the stock area.
- Fuel Cell: For minivans and SUVs the fuel tank must be located behind the front seats and securely fastened and well covered. For small trucks the tank must be mounted in the center of the bed directly behind the cab, securely fastened and well covered. Fuel cells must be firmly secured. Electric fuel pumps are fine but an on/off switch must be in reach of the driver seat and clearly labeled "ON"/"OFF".
If you are running a MiniVan or SUV you may run the fuel tank in Stock Location if it is in front of rear axle and inside frame rails. Mini Trucks all must move the tank to the bed of the truck still.
- Trucks: A gas tank protector is highly recommended. Protector may attach to frame but may not exceed further than 24" from the front of the bed.
- One car battery only! Must be firmly secured to the passenger side floor board.
- All air bags must be disconnected and removed.
- All sunroofs must be clear of glass and shall be covered with sheet metal. Nothing to add strength.

FRAME:

- Must be stock as if it came off the showroom floor. Only exception is bumper mounting and notching the rear. Notch must be behind the rear axle.
- No shortening frames.
- All body to frame bolts must remain stock.
- You may replace the back two body bolts with 1/2" all thread. 3" x 3" washer max on top. (1 per side).
- Trailers hitches must be removed.
- PRE RUNS ONLY: 4 fix it plates allowed, max size 3" x 3" x 1/8" inch thick per plate. No splitting up or dividing to double plate. Frame damage must be visible.

BUMPERS:

- Any factory bumper off any car may be used and it may be loaded but remain stock in appearance.

Nothing can protrude out.

- Instead of factory bumper you may run 4" x 4" x 1/4" wall square tubing for bumper. It must be a straight piece, no contours or adding metal. No fabricated bumpers, straight piece of square tubing is all you get. Length of homemade bumper may not go beyond outside of fenders.

Any Smith Metal Works (excluding pro class bumper) or DEC are allowed

- All factory plastic skins must be removed.

- If bolting: You may bolt bumper to the frame but nothing excessive. Bumper mounting shall not add strength to the frame.

- If welding: You may weld bumper to the frame but nothing excessive. Bumper mounting shall not add strength to the frame. No metal can be added to do so. You are allowed 2 – (2" x 2" x 1/4") angle 3" long to aid in mounting the bumper. 1 per side no square tubing, round tubing, etc. ANGLE ONLY!!!

- If chaining: Bumper may be chained to the frame by welding/bolting, using 1/4inch chain, 12inches long max.

- We do not want bumpers falling off. You may change shocks but nothing crazy. Keep them stock as possible. EXP.(NO FULL SIZE SHOCKS WELDED TO FRAME).

ENGINE/DRIVETRAIN:

- Any make or model providing the same cylinder size is used. 4 or 6 cylinder only.

- Motor Mounts: Engine may be secured to the frame by any method as long as it does not strengthen the car in any way! ABSOLUTELY ZERO PROTECTORS!

Tailgate/Hatches/Hoods:

- Tailgate/Hatches/Hoods may be secured by either chaining, bolted, or wire.

- If chaining: Max of (4) spots. 3/8inch diameter chain max.

- If welding: Max of (4) spots. 3" x 3" plates max.

- If wired: Max of (4) loops in (4) spots.

- If bolted: Max of (4) spots with 2" angle to angle with 3/8" bolts.

- 12 inch hole is required in the hood for fire suppression.

SUSPENSION:

- Suspension must be stock and have travel.

- Bumper height must remain as factory as possible. No lift kits, spring spacers, etc. allowed.

- Shocks must be stock.

- Coil springs may be wired or tack welded in place. Leaf Springs must remain stock.

- No Body or Suspension lifts.

- You may reinforce tie rods but utilize factory ends.

TIRES:

- Any tire 13 inches or larger is okay. Valve stem protectors are ok.

- No foam filled tires.

REARENDS:

- Rear Ends must remain stock for the make and model of vehicle.
- You may weld rear end gears.

RADIATOR/COOLING:

- Radiators must be clean of antifreeze. Water only is allowed.
- Radiator must remain in stock location with no reinforcements.
- Heater system may be bypassed or removed.
- Transmission cooler must remain under the hood.

2023

Stock V8

Rules

Stock V8 rules will be very similar to rules for Stock V6/4 cylinder and mini van/truck classes. This class is designed to be a gut and go class.

- Car must be completely stripped, no windshields.
- Hoods must open during tech.
- Must be factory drivetrain, no carb conversions.
- Any tire is allowed. No bead protectors, no valve stem protectors, no solid wheels, must be a stock rim. No foam filled tires.
- You may wire, chain or weld doors, trunk, and hood.(If welding plates can't exceed 3"x3"). 4 points of attachment on each door, trunk or hood. Hood must be bolted from hood to fender, no all thread through hood.
- You may run a driver's door plate. 12" wide and can overlap the driver's door seam 3". (1/4" thick max). Has to be stitch welded every 4". (Can't Weld Solid)
- Gas tanks must be moved to back seat unless factory location is in front of the rear axle.
- Battery must be moved to the passenger floorboard secured and covered.

- All air bags must be disconnected and removed.
- All sunroofs must be clear of glass and shall be covered with sheet metal. Nothing to add strength.
- Suspension must stay stock, no aftermarket anything on suspension, must bounce.
- 4-point roll cage is recommended
- No creasing or pre bending of body
- This class is a gut and go the car must remain stock unless noted.
- Yes you can run headers.
- Simplified wiring harness are Okay.
- No welding on the car anywhere except for what's stated above. This is a fun easy stock build.
- Must cut a 12 inch hole in the hood for fire suppression.
- Computer and fuse boxes must remain under the hood.

- Spray Foam – You may use a little spray foam around the computer, fuse box, etc. but any excessive foam or foam used to hide anything will have to be removed. Use common sense.

BUMPERS:

- Instead of factory bumper you may run 4" x 4" x 1/4" wall square tubing for bumper. It must be a straight piece, no contours or adding metal. No fabricated bumpers, straight piece of square tubing is all you get. Length of homemade bumper may not go beyond outside of fenders.
- All factory plastic skins must be removed.
- If bolting: You may bolt bumper to the frame but nothing excessive. Bumper mounting shall not add strength to the frame.
- If welding: You may weld bumper to the frame but nothing excessive. Bumper mounting shall not add strength to the frame. No metal can be added to do so. You are allowed 2 – (2" x 2" x 1/4") angle 3" long to aid in mounting the bumper. 1 per side no square tubing, round tubing, etc. ANGLE ONLY!!!
- If chaining: Bumper may be chained to the frame by welding/bolting, using 1/4inch chain, 12inches long max.
- We do not want bumpers falling off. You may change shocks but nothing crazy. Keep them stock as possible. EXP.(NO FULL SIZE SHOCKS WELDED TO FRAME).

RADIATOR/COOLING:

- Radiators must be clean of antifreeze. Water only is allowed.
- Radiator must remain in stock location with no reinforcements.
- Heater system may be bypassed or removed.
- Transmission cooler must remain under the hood.