

MODIFIED COMPACTS

CAR BUILDING RULES

Seam welding of body or frame may result in an automatic load based on case to case

ANY FRAME PLATING or frame stuffing will be an automatic load. There will not be a compromise to fix this.

ALL RUST REPAIR MUST BE PRE-APPROVED OR MEET THE FOLLOWING REQUIREMENTS:

A MAXIMUM OF 18-20 GAUGE SHEET METAL OR OEM FLOOR MAY BE USED. MAY OVERLAP PAST RUSTED AREA 1-INCH ONLY. RUST REPAIR IS MEANT TO RESTORE CAR TO OEM, NOT STRENGTHEN. IF DEEMED EXCESSIVE IT WILL BE REMOVED.

All cars fresh or pre ran may have 4 total 4"x 4" x ¼" max fix it plates. These plates may be utilized anywhere on frame or unibody. Plates cannot touch directly and must be 1 full inch apart. However, you may use 1/2" bead of weld all the way around. Plates must stay whole and intact and cannot be split into more than one plate. All fix it plates can be parallelogram in shape but must follow the following measurements all four sides must be 4" long, and the two furthestmost points can be a max of 7". Anything more will be removed. There will be zero leniency on this. STOP PLAYING GAMES.

These plates can be bent or formed to frame.

To hold front bumper on you may have 2 locations of 2 loop braided nine wire core support to bumper only. On back two loops braided wire two locations around bumper and through taillight cover area.

GENERAL

1. Wheelbase for FWD MAX of 110.5"

3. THIS IS A BASIC BUILD WITH FEW MODIFICATIONS. ANYTHING OUTSIDE OF RULES STATED BELOW WILL RESULT IN CUTTING OR POSSIBLE DISQUALIFICATION.

ENGINE AND TRANSMISSION

1. Any 4 cyl or 6 Cyl. NO PROTECTORS

2. Engine swaps permitted, no V8s

3. MOTOR MOUNTS CAN BE WELDED SOLID BUT CANNOT BE EXTENDED OR RELOCATED. Jeffys Fab Farm aftermarket mount of equivalent style mount (must be approved) is permitted

4. Transmission mounts must have factory mount. NO SOLID MOUNTING. A single piece of 3/8" chain can be added. 1 link welded on each side meaning 1 link welded to transmission bracket and one to k member. 1 link per side!

5. No bracing of transmission.

7. Tranny coolers are permitted but cannot be mounted in any fashion that strengthens car.

BUMPERS

1. Any factory OEM bumpers permitted, BUMPERS MAY BE LOADED

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2. SMW ALLOWED

3. Homemade bumpers are now permitted. Max of 8" x 8". Homemade bumpers ay have a maximum point of 4" from flat front. Chrysler pointy replicas must be 8" point from flat front and 14" flat back to front. ALL points must taper over 32".

4. No sharp edges

5. ABSOLUTELY NO MATERIAL INSIDE OF FRAMES. SCOPING WILL BE PERFORMED. OFFICIALS RESERVE THE RIGHT TO DRILL ¼ inch hole for suspicious areas.

6. Mounting of bumper: You may hardnose. YOU ARE PERMITTED TO CUT THE CRUSH BOX OFF BUT CANNOT MOVE THE CORE SUPPORT.

BUMPER MOUNTING OPTIONS, CHOOSE ONE

OPTION A: ON THE OUTSIDE PORTION OF FRAME RAIL facing the wheel, WELD A 2"2" 1/4" max X 10" LONG PIECE OF SQUARE TUBING AS BUMPER SHOCK.

OPTION B: mount bumper with 4", 1/4" x 10" long strap on outside of frame closest to wheel. May weld top, bottom, and back. Choose one or the other. WE DO NOT WANT BUMPERS FALLING OFF. 1 PER RAIL FRAME

Either bumper mounting option allows you to weld it to the K Member mount.

You may cap the end of the frame rail at its furthestmost forward point with x 6" x 6" x 1/4" plate. . Must be welded to flat front of frame

Bumpers must mount flat on front of frame. You cannot sleeve bumper around frame. Back of bumper must be welded to front of frame, NO EXCEPTIONS. You cannot recess bumper down into frame.

DO not shorten front frame past farthest part outwards of core support you cannot fix this, call if you have any questions, you may trim off crush boxes up till this point.

Rear bumper shocks apply same as the front, you may put a tilt on your rear bumper however do not raise bumper higher than its factory mounted position for example placing bumper 3" higher than it would sit factory on the car. This is to help your car roll nothing more nothing less

FRAME

1. Frames are to remain stock OTHER THAN STATED. K member and unibody are considered frame in this class and are not to be altered or welded in any fashion. Welding on frame is limited to mounting of bumper.

2. NO PLATING, PINNING CREASING, PINCHING

BODY

1. Driver's door may be welded solid.

2. All other doors can be welded 5" on 5" off as well as the trunk. 5" x 5" flat plate ¼" max thickness. **You may weld trunk lid to floor on backside 5 on 5 off if you desire to do so**

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3. Trunk may be Tucked, NO WEDGING but can be canoed. A 12" space must remain from lowest point of canoe to highest point of trunk floor. **(NEW) All quarters must remain upright, may not be smashed down. Pushing them down will be considered a wedge. If you have questions call. From the side the quarters must appear upright.**

4. All fenders may be creased both vertical and horizontal

5. the hood must have a minimum 12" x 12" holes and trunk must have a 6" x 6" hole for inspection. You are permitted to re bolt metal in 10 total spots around each inspection hole 3/8" bolts max.

6. Speaker deck may be removed or beat down

7. Hood may be fastened in 6 spots by chain or bolting. If bolting, you may only do so utilizing 2"x2" angle max of 6" long 1/2" bolts max. You may cut excess hood or roll it down over c support do not move hood from factory location to gain extra folding

8. All body mounts must remain in stock location and in stock form. Leave factory rubber bushings in place or you may use 1 standard size hockey puck if your bushing is rotted or missing

9. **FRONT K MEMBER MOUNTING**

You may use (1") max size all thread for your front K member mounts. This must go through the factory front K member mount. In doing this you get (3) 3" 1/4" washers, (3) store bought 1" nuts may be used and welded for all thread to pass through. No staggering them off the all thread. Must remain a vertical path. No sleeving whatsoever. You may remove your factory bushing and the k member tight to unibody but cannot be welded unless you are using a fix it plates here. This all thread will count as two of your hood hold downs.

Rear K member mount must remain factory intact with rubber bushing.

10. On front of core support, 1/8 expanded metal or 1/8" design plate may cover in front of the radiator. This plate or mesh can be attached with either (4) total 3/8" bolts with store bought washers or (4) one inch welds 1/2 inch bead max. The max width is no great greater than a factory ac condenser.

11. NO SEDAGONING OF WAGONS. YOU CANNOT PHYSICALLY BEAT THE ROOF DOWN IN ANY SHAPE OR FORM, CALL FIRST THERE WILL NOT BE AN OPTION FOR FIXING THIS DAY OF.

WHEELS AND TIRES

1. Front tires- ANY TIRE including skid steer and V treads ARE PERMITTED

2. Rear tires- Any tire may be used including SOLID REAR TIRES, MAY USE RIMS ONLY

3. Weld in centers permitted. NO BEADLOCKS

4. LIP PROTECTORS and Valve stem protectors permitted.

SUSPENSION

1. Front suspension only can be solid for ride height. Strut may be reinforced. Nothing with reinforcement may strengthen another part of the car.

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2. Rear suspension must be factory other than NOW ALLOWING REAR TRAILING ARMS TO BE 2"x2" X ¼ INCH. YOU MAY REINFORCE SIDE TO SIDE CONTROL ARMS IN THE REAR ONLY BUT YOU MUST USE THE FACTORY ENDS OF THE CONTROL ARMS, NO WRAPPING THE ENDS, YOU MAY USE A MAX OF 2"x2" TUBING OR SMALLER AND MUST BE IN FACTORY LOCATION. THIS IS TO HELP KEEP YOUR WHEELS ON.

Rear wheel must stay centered in the middle of wheel well, cannot moved them forward from factory. Rear trailing arm must mount to rear spindle in factory manner, no adding material.

Trailing arm must bolt into factory location and manner.

Rear suspension may now be welded solid with (1) 3"x3" 6" long max piece of angle and may be welded rear strut to frame, nothing more nothing less

Front is to sit no higher than 21" to bottom of front bumper and no lower than 11" to bottom of rear bumper

2. No leaf spring conversions
4. Ball joints must remain stock appearing. No screw ins Ball joints may be welded

STEERING

1. Aftermarket steering columns are permitted.
2. All steering components are to remain stock. TIE RODS MAY BE REINFORCED.

CAGE

1. A four-point cage is recommended but not mandatory. HOWEVER, THE FOLLOWING IS MANDATORY: REAR SEAT BAR AND FRONT WINDOW BAR. WINDOW BAR MUST RUN FROM ROOF TO DASH BAR CAN BE ANGLE IRON OR 2X2" TUBING Front bar must be 5' away from firewall and all other cage parts must be 6" off the floor at any given point.
2. IF DESIRED THE FRONT WINDOW BAR MAY BE WELDED TO THE HALO BAR MOVE FORWARD ON THE ROOF AND DOWN TO THE FRONT DASH BAR BUT NOT IN FRONT OF THE DASH BAR. MAX SIZE OF FRONT WINDOW BAR IS 2X2 INCH TUBING. FRONT WINDOW BAR MAY BE ATTACHED TO ROOF TWICE VIA BOLTING WITH 2 X 2 ANGLE IRON MAX 4" LONG.....OR FOR WINDOW PROTECTION YOU MAY RUN A MAX OF 2 3" STRAPS (OR COMPARABLE) ROOF TO COWEL AND MAY HAVE A GUSSET BETWEEN THEM. IF IT IS DEEMED FOR SAFETY, IT WILL BE ALLOWED.
 - Halo may be a max of 4 inch material and must start from the top of side bars run straight up across and straight down. No angling. HALO CAN BE NO FARTHER BACK THAN THE MIDDLE OF THE REAR DOORS BETWEEN B POST AND C POST.
 - Rear window bar 2x2 tubing must be 5" from rear trunk lid seam. You gen a 5x5 ¼ plate to mount to trunk lid must be on top of trunk lid

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Gas tank protectors are recommended but not mandatory. If using a gas tank protector, it can butt against package tray but cannot be welded or bolted to tray. Max of 28" wide 4" x 4" tubing. On a sedan the tank protector must stop at the front of the speaker deck, on wagons the tank protector may not go past the front most part of the rear strut towers 2" above factory speaker deck height max tallness for tank protectors

4. Max width of cage bars can be 4" x 4" or 2" x 6". FRONT Side bars cannot extend past FIRE WALL, SIDEBAR CANNOT EXTEND PAST REAR door seem greater than 10". Center bar for shifter permitted.

5. STOCK TANKS AND FUEL CELLS PERMITTED. STOCK TANKS MUST BE SECURED IN REAR SEAT AND COVERED, NO EXCEPTIONS.

Fuel cells must be bolted in

For rules questions and verification, contact

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