



FWD STOCK RULES

1. Any 1980 and newer American made front wheel drive car may be ran.
2. Car must be stripped of all interior and exterior parts.
3. Car must have working breaks, will not be inspected without breaks.
4. No painting of unibody frame or subframe.

BODY

1. Drivers door may be welded with 24 total inches of weld per seam.
2. All other doors may be welded with 12 inches of weld per vertical seam.
3. No welding on rocker panel, or roof.
4. NO creasing of any body panel. Do not touch body.
5. Front window bars may be 3"x1/4" thick. May have up to 2 no wider than 24 inches apart, and may be welded 3 inches on roof, and 3 inches on cow. Nothing to strut towers.
6. Hoods may be bolted with max 5/8 Bolts or all thread. No longer than 6 inches long and only welded to inner fender. (max 4 total spots)
7. Front subframe bolts may be replaced with 5/8 all thread and ran through core support. These will count as 2 of your 4 spots. Factory gap must remain between subframe and unibody frame. All other subframe bolts must remain stock and untouched.
8. Max 4"x4"x1/4" washers may be used for hood washers. Washers for lower sub frame must be free floating and no bigger than 3"x3"x1/4"
9. Gas cap door may have 4 1" welds to hold shut.
10. No rear window bar
11. Trunks must be opened for inspection. 6 total places of double stranded nine wire or standered 3/8 chain may hold trunk down. 2 of these 6 may go around frame or bumper. Other 4 must be sheet metal to sheet metal. Trunks must remain in stock location, with 1 90 degree bend or cut in half.
12. Hoods must be opened for inspection.
13. Nothing welded to core support
14. Factory a/c condensor may be used or store bought 1/4" mesh. Nothing homemade or cutout. 4 bolts max to hold in mesh or condensor.

FRAME

1. No welding anywhere on Subframe or unibody frame unless stated in the rules.
2. Do not add bolts or anything else to fill factory holes in frame.
3. Rear frame may be notched or dimpled.
4. May add 2 pieces of 5/8 all thread to rear frame. (1 per side) This may be welded 4 inches total on frame. Welds must be continuous and not spilt up. All thread may go up through trunk. You get 1 nut 1 washer per all thread.
5. First 6 inches of front and rear frame may be plated for bumper. Nothing further back than 6 inches may be touched.
6. Subframe/Kmember May NOT be welded to frame. Bumper plates cannot come in contact with subframe/Kmember
7. Front frame may be hardnosed to front edge of core support. Do not move core support.
8. Hondas may have a 2 inch spacer welded between frame and bumper. No bigger than 3"x3"x1/4" tube. Do not slide tube into frame. It will come out. Your 6 inches will start at front edge of frame. 2 inch spacer will not count as first 6 inches.
9. Rear frame may be hardnosed and first 6 inches may be plated for mounting of rear bumper.
10. All bumper plates must be 1 layer and no thicker than 1/4" plates. Do not use angle or tube.
11. Nothing inside of frame. NO bumper shocks, Tube, Or anything else you can thicken.
12. All frame seams in first 6 inches may be welded.
13. First front 6 inches of K member may be welded.

CAGE

1. You may run a 4 point cage. 1 dash bar, 2 door bars, 1 back bar. Max size of 6 inch tube. 6"x6" is MAX.
2. Door bars may be no longer than 60".
3. Back bar may be no further back than rear kick panel.
4. Rollover bar must be straight up and down, and may be welded to the cage and floor.
5. GTP may be no wider than 24 inches wide and No taller than 4 inches above fuel cells highest point. Must be straight up at a 90 degree. No angle at all.
6. Dash bar must be 4 inches away from firewall
7. GTP must be 4 inches away from rear sheet metal.
8. Cage must be 4 inches away from rear wheel wells.
9. May have a center bar. Must be 4 inches off the floor.

10. Corners may have gussets. Must be 4 inches away from sheet metal.
11. Rollover bar may be bolted to roof. Max 5/8 bolts, legs no longer than 4 inches. (2) spots total.

BUMPERS

1. Any replica oem bumper may be used.
2. Pointy bumpers may not measure more than 14 inches from point to mounting pads.
3. Loaded OEM bumpers will be permitted.
4. All bumper seams may be welded.
5. Homemade bumpers may be used. Points may not exceed a 14 inch point over a 30 inch span.
6. Homemade bumpers may not be taller than 8 inches.

SUSPENSION

1. Must be factory
2. Tie rods must remain factory
3. Any OEM strut may be used, But must bolt up to car in factory location.
4. Rear control arms must remain stock.
5. No homemade struts, no after market struts
6. Store bought spring risers aloud.
7. No welding on struts or clamping strut to lock in.
8. Cars must bounce. (not just tires)
9. And wheel and tire combo may be ran.

DRIVELINE

1. No Engine swaps (chevy to chevy, Ford to ford, Honda to honda, Toyota to toyota aloud)
2. Factory engine mounts only. No aftermarket or homemade mounts.
3. Trans mount must be factory
4. NO Protectors (not even a header or carb protector)
5. Radiator must be in factory location. No foam fill around rad. Factory mounting brackets or 2 straps may be used.
6. Slider axles are permitted.

AFTER MARKET PARTS

1. Fuel cell
2. Battery and battery box
3. Pedals

4. Trans coolers

5. Shifters

6. Headers

7. Harness

"IF IT DOESN'T SAY YOU CAN, THEN YOU CAN'T!!!!"

Drivers Only allowed in inspection area; no other crew allowed. this is a pre-registered event. If, your car does not pass inspection NO REFUNDS!

Drivers must wear DOT helmet, eye protection, long pants, long sleeve shirt and closed toed shoes. Fire suits are always recommended, but not required. Helmets stay on the entire time in car. Only get out of the car if told to do so. Drivers must make an aggressive hit every 60 seconds.

Doing more to your car will be subject to disqualification. Inspector's decisions are final.

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