

2016 UNIFIED RULES

BONUS RULES FOR MORGAN MADNESS (Same as SUMMIT COUNTY)

Aftermarket/homemade tie rods, ball joints and spindles are allowed.

You're allowed one of these options:

Option 1. Dash bar kicker must be mounted within 3 inches of the backside an arm bracket. Bar may not penetrate the frame and may only be welded to the top of frame. On the dash bar side it must be gusseted on both sides. Pipe not to exceed 2 inch diameter by 1/4 inch thickness or 2 inch x 2 inch x 1/4

Option 2. Full engine cradle are allowed. May only mount to engine cross member. Distributor protector/mid plate may only be 12 inches wide and no taller than 12 inches from the bell housing. Distributor protector /mid plate may be connected to the frame with a 2 inch x 2 inch x 1/4 thick angle or 2 inch x 2 inch x 1/4 inch thick square tube 12 inches long and may only be welded 3 inches to the frame behind the wheels. Front windshield bars may not come in contact with distributor protector /mid plate and dash bar must be a minimum of 6 inches from distributor protector /mid plate. Distributor protector /mid plate may not be attached to firewall in any way.

- **No 73 or older Imperials, Lebaron's, Ambulances, Hearses, Sedagons or limousines allowed.**

-**80's and newer class: (General Motors 1977 or newer-Chrysler 1979 or newer- Ford 1978 or newer)**

PREPERATION, COMPETITION AND INSPECTION:

- Doors must have Large readable numbers and of contrasting colors to the car.
- Some shows require a roof sign, call promoter, a maximum size is **24" x 24"**, **no reinforced A-Frames allowed**. Must be positioned back far enough as to not hide the car's flag. These may not be positioned in such a way as to strengthen the car. Official's decision is final.
- No Imperial sub frames.
- All bodies must be mounted on stock OEM frames for that year and make of car.
- **NO PAINTING, BUFFING, OILING OR UNDERCOATING OF FRAMES. THESE CARS WILL NOT BE INSPECTED OR ALLOWED TO COMPETE.**
- No obscene words or graphics on cars, this is a family event.
- Any decorations used must be made out of cardboard or foam or removed before competing.
- No zip screws, foam filler, or adhesive bonds or #9 wires may be used.

- All Drivers must pick up trophies, earnings and prizes at the completion of the event, or forfeit them. They will not be available after that date.
- We reserve the right to re-inspect any car at any time before, during or after initial inspection. All cars are subject to a post-race inspection before any prize money is awarded.
- You may be asked to cut areas of question open before, during or after derby if needed.
- Be advised that by participating in this event you and your car may be filmed. And that the use of your image, likeness, voice and actions for photo, video and print use for sales, marketing, TV and movie use is possible.
- We encourage all feedback good and bad when presented in a professional and respectful manner. Please call or email your comments to us.
- Drivers must remain in the vehicle with helmet (D.O.T. full face helmet), seatbelt and eye protection on until notified by an official that it is safe to exit the vehicle.
- Driver's door hits are illegal. If the hit is deemed by TWO officials to be careless or intentional, you will may be disqualified; however, if you use your driver's door as a defense, we will not enforce this rule. If you use the door defense repeatedly you will /may be disqualified.
- No hot rodding in the pits. Keep it at an idle, you will /may be disqualified, THIS IS A SAFETY ISSUE FOR ALL
- Any car deemed unsafe will be cause for disqualification.
- There is a 2 fire rule in a heat. Upon the 2nd fire you will be out of the heat; however, your time will continue to run as if you were stuck. If you must be removed from your car for any reason, your time will run accordingly.
- You must make hit within the allotted time. Vehicle must move at least 1/3rd of a car length. Example rocking back and forth is not considered a hit. Officials has option to overrule this.
- You must be under power and moving to be considered a hit.
- No intentional hitting of a non-flagged car.
- If a car is flipped or rolled over you will not be allowed to compete for the rest of that heat. Your time will continue as if you were stuck.
- Any driver or pit crew caught tampering with another drivers car will be disqualified.
- No pit crews will be allowed to enter the arena after a heat unless cleared by the officials.
- Drivers must wear at a minimum long pants, shirts and boots. Fire suits are preferred.
- Once you have been timed out you may not help another driver or move your car. If you do the driver you help will be disqualified.

- If a driver enters 2 cars, he must drive both cars in the heats. If both cars qualify he may choose which car he will drive, a designated second driver must be noted at the start of the derby, sign appropriate waiver and attend the drivers meeting.
- THERE IS NO ALCOHOL IN THE PITS. This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
- Any unsportsmanlike conduct will result in disqualification and/or removal from the arena.
- In the event of a tie, the money will be split and the trophy's flipped for.
- All official calls are final! There is NO protest rule. Any driver, pit crew or family members arguing with the officials or staff will result in that driver's disqualification and possible ejection. No calls will be overturned.

INSPECTION PROCEDURES:

Official's decisions are final.

-All Cars must be in the inspection line no later than 1.5 hours prior to the show starting. If you arrive later than this a \$50 penalty fee may be assessed or you may not be allowed to run.

You will be given one (1) opportunity to correct items on your car.

- Each car gets a maximum of 2 times thru inspection.
- Cars may be impounded after inspection and staged in a secure location depending on the show
- If needed must be completely ready to bolt the hood down during inspection and then put the car in the staging area.
- No further work will be allowed and cars will not be allowed to return to their trailers.
- Do not come to the inspection line if you are not done preparing your car.
- Any added or welded metal plate/rod or material not specifically covered in the rules will be removed completely as well as the surrounding metal. With the exception of the frame, ANY FRAME WELDING OTHER THAN WHAT IS SPECIFIED, YOU WILL NOT BE ALLOWED TO FIX YOU MAY BE DQ'D.

Iron and 80's class RULES

Any questions, CALL FIRST. Don't assume anything. No matter how you may interpret the rules

Officials decision on all rules and safety are final!

WE ARE PRIVILEGED TO USE THESE FACILITIES!

PLEASE TAKE EXTRA CARE IN STRIPPING YOUR VEHICLES!

GENERAL PREPARATION:

- All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the trunk or doors. Rear seats in all cars must be removed.
- All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc.
- Driver door must be padded on the inside.
- Front seats must be securely bolted to the floor; however, these bolts may NOT go thru the frame! You must have a functioning seat belt. Seats must be mounted within 5 inches of original FRONT seat bolts.
- All flammable materials must be removed from the car other than safety padding and the driver's seat.
- No adding weight to the vehicle, no packing, stuffing of frames, trunks, passenger doors or under floor decking.
- All trailer hitches must be removed

CAGES & DOOR BARS: SEE Diagram

- A Single bar 4pt cage system only may be used. No double bars with the exception of the drivers door.
- You may use channel or tubing up to 6" O.D. for all interior bars.
- Seat bar must be no further than 8" behind the seat. All bars must be straight.
- Interior door bars may not be more than 6" behind the seat bar.
- End plates must be a minimum of 4"x4", if larger they may only be 1" bigger than the bar used.
- You are allowed a gas tank and tranny cooler protector; these may not be attached to anything other than the back seat bar. On the gas tank/tranny protection side bars, they must be 6" away from any side and inner fender well sheet metal. Rear bar cannot extend beyond the side bars or be closer than 4" from the back seat sheet metal. All interior sheet metal must remain in stock position.
- You may add 2 VERTICAL down bars on the rear seat bar only, welded to your door bar and to the floor sheet metal. These bars may not attach to or conceal a body mount.

- No kickers, angled or otherwise. NO cage components may be welded to the frame.
- All cage components must be a minimum of 6" off of any floor sheet metal or body mount elevation, and 4" off of tranny tunnel sheet metal.
- All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's side. The driver's door bar MAY be inside the door structure or on the outside of the driver's door only to allow more room for driver's safety.
- Drivers door, you may weld a plate Maximum 10" wide across the door for protection, not to exceed 6" beyond the exterior drivers door seams. These plates must be in the center of the door and run horizontally.

- Side door bars may not go past the front dash or rear seat bars.

HALO OR ROLLOVER BARS:

- You **MUST** add a halo bar or an upright post to the cage components listed above. It may not exceed 4" O.D.
- Halo bars must be in a direct vertical line with the seat bar.
- Halo bars may NOT be angled toward the rear of the car. They must be vertical.
- Upright post must have a min 4" x 4" plate attached to the roof, welded or bolted in the center of the roof.
- Upright post must be mounted vertically and in such away it will not bend. (Ex. Gusseted)

TRUNK LIDS and HOODS:

- Trunk lids and hoods car must remain 50% in the stock location. The trunk lid must remain on hinges. Wagon tailgates will be treated as a trunk.

- You may fasten either in ONE OF THE FOLLOWING 2 ways:
 - You may fully weld the exterior original trunk lid and hood seam with a max 2" x 1/4" strap max or 1/2" rolled rod or rebar. Hood seam on dash side may be welded to the cowl also.
 - You may use either two 8" long X 2"x 2" wide pieces of angle back to back, one welded to the hood/trunk lid the other to the body, these are to be bolted to each other with two 1/2" inch bolts. You may have 8 of
 - OR you may use 8 bolts up to 1" thick by 6" long using a 3 inch washer per hood and trunk, Washers, bolts and nuts may not be welded to any structure.
- There must be 12" minimum inspection hole in the trunk, and minimum 15" cutout for fire in the hood (see cut out rule.)
- Hood sheet metal may be rolled around itself.
- Hoods may not be welded to the bumper.
- Trunk lid seams must be clearly visible and accessible, do not pound over.

- Your trunk lid may be V'ed in the center but must be at least 12 inches off trunk body mount elevation.
- Rear quarters and **sheet metal** / tail light valance above the rear bumper must remain vertical.
- No created seams on hoods trunks or body may be welded.

DOORS:

- Door seams must be welded using rolled rod no bigger than 1/2" or flat strap no bigger than 2" wide by 1/4" thick.
- You may smash the inner and outer skin together of the window opening and weld them solid, you may use the same filler as in welding the door seems but no longer than the window opening per door.
- Drivers door and drivers side of front windshield may have window fabric netting or chicken wire type material for driver's safety. NO other windows may have netting.

WINDOWS:

- You must have at least 1 window bar in the front and back window, but are allowed up to 2 front & 2 rear window bars or 3/8" chain.
- Bars may not be bigger than 2" by 2" x 1/4" x 34" long angle, 2" diameter bar or 2" by 1/4" flat strap.
- Bars may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" by 4" by 1/4" angle or plate.
- No other added metal or mount plates.
- No wiring or chaining of any window openings.
- Window bars **MAY NOT** be attached to the halo bar or any cage components.

BOLTING:

- In the hood you are allowed 2 bolts not to exceed 1 inch in diameter to be placed thru the hood, front core support and frame.

- The bolt may go thru the frame as stated in the rules.
- You may weld a nut to the top of the frame (or shock tube if on top of the frame) and the bolt may be screwed into that.
- Or you may weld the bolt to the side of the frame only up to 4 inches. It may not be welded to the bracket, shock, core support or anything else but the frame.
- These body mounts may be removed also.

- You may only weld the washers on the top outside of the hood and trunk lid.
- In the trunk you are allowed 2 bolts not to exceed 1 inch in diameter to be placed thru the trunk lid, trunk pan and frame. They may be double nutted and you may not use washers bigger than 3 inches.
- Bolts may not be or "U"d except in wagons, in which case it may be bent up to a 90 deg, going thru the tail gate.

FRAMES: ANY FRAME WELDING OTHER THAN WHAT IS SPECIFIED, YOU WILL NOT BE ALLOWED TO FIX YOU WILL BE DQ'D.

- NO frame welding allowed, other than what is described in **the bumper/bumper bracket, frame/body** and **ENGINE** rule.

- No plating, shaping, stuffing, dowel pinning of the frame, heat treating or foam filling of frames is allowed. **Do NOT** paint or undercoat your frame or you will not even be inspected.

- You may weld your motor mounts to the factory engine cradle, not to the frame rails.

- **Front edge of frame MUST be 1" in front of the bottom most front edge of the core support.** (see core support rule)

- Rear bumper frame rails may not be shortened.

- You may notch the frame for minimal pre-bending, but do NOT weld the cut.

- You may chain your axle to the frame hump with one wrap, it may not be welded.

- K frame Mopars are allowed to wrap K frame to the frame in front of the A-arm with two wraps of chain around the frame only.

-Top seam of frame rails from a-arm forward may weld one seam with one pass, 1/4" wide.

For 80's and newer cars:

- You may pitch, tilt or tip 80's and newer style cars in 2 following ways only:

1. You may cold pitch, no added metal.

2. You may cut the crush box flaps and pull the front end down moving the flap 1/2 inch and re-weld, no added metal. Weld may be no more than factory

3. **You may add a spacer between the frame and core support, spacer cannot be welded to the core support or frame. 2" O.D.**

-You are allowed 1 plate 10" x 5" by 1/4" thick per frame rail on the rear axle hump.

- if converting from coil to leaf you may not plate the humps.

BODY BOLTS:

- All factory cones and body pucks and washers must remain in stock location, except for two front radiator core support body bushings.

- No nuts and washers may be placed on the bolts with the exception of a rusted out body nut, if rusted out you may use up to a 1/2" bolt you may use a nut & washer on top, washer not to exceed 2"

- You may add 2 body mounts in the position of your choice from the fire wall to the rear bumper. Using up to 1/2" bolts, maximum 8" length with max. 2 1/2" washers may be used. They must be painted for easy viewing.

- If your station wagon came with the body bolts in the humps, these are your 2 additional mounts. You will NOT be allowed to add more mounts.
- If you decide to bolt your coil springs in place thru the frame and the rear package tray, these will count as your added mounts.
- Wagons are NOT permitted to run any bolts thru the pillars or roof.

For 80's and newer metric cars:

- 1980 and newer cars body mounts may be removed and bolts replaced with up to a 1/2" x 6" bolt with a max 2.5" washer and nut.

RADIATORS, RADIATOR SUPPORTS:

- Only OEM style passenger car radiators may be used. Aluminum racing rads of the same style may be used.
- Radiator must be attached to the core support.
- Radiators may be mounted in such a way to hold the radiator in place, not strengthen the core support. No added metal may be used to mount the radiator. If welding radiator in place you may use four 1" welds, one per corner.
- You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed).
- If the arena allows, engine coolants may be used, call promoter for approval. * Morgan Madness does not allow engine coolant.
- Radiator loops may be used
- Radiator supports must remain in the stock location and position, vertically and horizontally. Stock mounting holes in the core support and frame must line up.
- Radiator core support seam welding is NOT allowed.
- Upper radiator supports may be welded to the hood using 6" of weld using a 3/8th inch rod only.
- Radiator supports may not be welded to the frame, bumper brackets, bumpers or anything else.
- If when the body mount is located in front of the core, that body mount may be removed, but the original bolt or new bolt of same size must be used.
- If using anything to protect the radiator such as a condenser or expanded metal, it may only be tie wired to the core support only.
- Radiator fin area only may be SLEEVED with a light piece of expanded metal. It may only be attached to the radiator not the core support.

BUMPERS, BUMPER BRACKETS:

- One of the following bumper options may be used:

- Stock O.E.M. bumpers off of passenger cars may be used

- A **Maximum 5" by 5" O.D. SQUARE** tube may be used, **ends may be capped**, and cannot extend more than 10" from the outside of the frame. No skinning of square tube. Small plates may be added to mount if needed. **Bumper must be straight.**

- Bumpers may be cut. Chrome may be welded to the inner bumper box.

- Additional metal only may be used internally on all bumpers. No other fill material may be used.

-Bumpers may be flipped.

- Bumpers may be welded to the brackets and the frame only.

- Only one bumper bracket per frame rail is allowed and front bracket can be welded and/or bolted no more than 10 inches from the front of the frame. This applies to the rear bumper bracket as well.

- If swapping bumper and brackets:

A- You may only use the factory O.E.M. mounting hardware that was on the car originally or one style of car bracket hardware and car bumper. All other hardware must be removed. (Ex. Chrysler bracket with GM bumper on a Ford is allowed)

B- Shock tube will be considered the bracket if disassembled from the mounting hardware. If this is done Bumpers may be welded to the Shock tube and the frame only.

C- Mounting brackets may not be attached to the Cordoba type sub or k-frame in any way.

- As a TEST for this 2016- you may use in place of shock tubes, pipe up to 3" O.D. or 2" O.D. max 3/16" max wall thickness on both. And must be open ended on the A-arm side of the tube.

-Shock tubes or pipe can be no longer than **14" including any hardware and must be 5" from the strut tower.**

-if putting shock tubes/pipes inside of the frame, a 1/2" hole must be placed on the on top or on the outside of the frame rail **15" from front of the frame if no stock frame hole is available**, nothing may go past this point inside of the frame.

-Compression bumper shock tubes may be compressed and welded.

- Bumpers may only use weld or small 3/8" type fill for gaps to attach.

- No chrome may be welded to the body on compression beam bumpers, whether it is using the mounting hardware or not. This includes square tube bumpers. Non compression bumpers may weld ORIGINAL bumpers to the body.

- No welding of any kind other than what is specified and straps (see Bumper Strapping) is allowed on the bumper

BUMPER STRAPPING:

- You may have 2 Front and 2 rear bumper straps that can be no larger than 36" x 2" x 1/4" thick. Up to 8" may be welded to the body and the bumper.
- If using an aluminum beam bumper you may weld your front straps around and to the bottom of the frame or bumper brackets. No more than 3" of strap may be welded or connected to the frame.
- If using **FRAME/BODY** bolts. Straps may have a hole burned thru it and be placed over the bolt
- You may also use 3/8" chain in place of strapping to secure your bumpers. Only two chains per bumper may be used. It may loop thru the hood or trunk. Using only two wraps and may not be welded at any point.
- If using a chain you may weld a washer no larger than 3" to the top of the hood to run the chain thru to prevent tearing.

CUTOUTS AND WHEEL WELLS:

- Only bolts no bigger than 3/8" by 3" long, may be used around any hood cut out openings. These must be spaced 12" apart. Maximum of 3 cut outs in the hood are allowed. Maximum washer size is 1.5" diameter. Cutouts may be for header clearance, air breather clearance or radiator fill opening only. These bolts may NOT be installed in any area other than the immediate perimeter of the cut out.
- Bolts cannot be any further than 3" from edge of cutout.
- Bolts may only go thru the hood material.
- NO welding of cut outs is allowed.
- If Hood is welded or bolted you must have a minimum of a 30" by 30" opening for inspection, if your hood cut out is smaller than 30", your hood must be off for inspection.
- Wheel wells may be cut out or rolled up for tire clearance.
- You may have up to 3 - 3/8" by 3" inch long bolts and 1.5" washers per each wheel opening. These must be located above the tire on exterior fender.
- Front fender metal in front of the tire may be cut off or bent up to the inner structure and bolted vertically with three 3" X 3/8" bolts and 1.5" washers.

SKID PLATES:

- Skid plates are allowed. They must be separate plated for the oil pan and the transmission pan.
- NO full-length skid plates
- NO bolting or welding the skid plate to the frame.
- If skid plate is determined to strengthen the car it will be disqualified

ENGINES:

- Any engine may be used in any car, but it must be mounted within 5" of the original motor
- No engine mid-plates or metal plates of any kind are allowed in or around the bell housing/motor or firewall.
- Holes bigger than 10" by 10" in the firewall must be covered with tin or heavy rubber.
- Holes may be cut in the floor & firewall to accommodate the battery cables, shifter, fuel lines, and transmission lines.
- If using stock motor mounts (ex; cups and pads):
 - You may weld a gusset or chain the motor from the motor mounts to the factory engine frame cradle only.
 - Two additional motor tie downs may be used. No more than one fastener on each side of the motor may be used. If straps are used they may only be welded to 3 inches per side on the frame. That section that is welded to the frame may not be any thicker than 1/4 inch x 2" x 3" wide, and must be located within the A-arm foot print and be no more than three inches at its furthers point in the front of the A- arm. Official's discretion.
 - You may also attach a 3/8" chain from the rear of the block to go around the dash bar to keep the motor from going forward.
- Due to engine swapping between makes and models of cars, you may replace the original transmission cross member only if the original will not work with a bar/pipe/angle max 2"x2" O.D. square tube 1/4" wall max thickness cross member. Cross member must have one 1/2" inspection hole within one foot of center on the side or bottom. To support the transmission, if doing so original must be removed. It may only be attached at the ends of this bar to the frame using two 3/8th bolts and/or welding it in place.
- Cadillac factory frame extensions used for transmission may not touch or be attached to the new cross member. Frame extensions and the cross member may not be modified or lengthened in any way to accommodate pinning of the frame.
- After market gas and brake pedals are allowed, if not mounted to the firewall, they must be mounted in such a way that it is safe but does not strengthen the floor.
- No engine oil coolers are allowed.
- You must have an air cleaner over the carburetor at all times.
- No starting fluid is allowed.

DISTRIBUTOR PROTECTORS/CRADLES:

- No Distributor protectors allowed! At All.
- Lower engine mounting cradles/saddles with crank protectors are allowed. Cradle/saddle may not extend beyond 2" of the end of the block.
- Crank protector may only cover lower half of the crank, and not be more than 2" past the front of the crank from the farthest outside edge of the crank protector.

- Cradles may be fastened to the factory engine frame cross member only. No part of the cradle may be attached to or touch the frame rails. If after the race the cradle is touching the frame, it will be the official's call to determine whether it added structural strength to the car. If it is determined to have done this, the car may be disqualified.

- If using a Lower engine mounting cradles/saddles, no motor tie downs may be used.

TRANSMISSIONS / PROTECTORS:

- Transmission coolers may be used, but they must be secured in such a way to prevent injury.

- Metal, high pressure or braided lines must be used. No fuel or low-pressure lines may be used.

- Coolers must be secured in a container in the passenger compartment or behind the seat of the car.

-AS A Further TEST FOR THIS YEAR- A 3 bar transmission that type protector (with no cross plating) may not exceed the bell housing shape by more than and 2 inches and/or an Ultra Type bell may be used, and may only be attached to the transmission and may not be in or come in contact with the frame rails.

- If using either a tranny protector and/or an Ultra Bell, you MUST use a 2" x 2" O.D. square tube 1/4" wall max thickness cross member. Cross member must have one 1/2" inspection hole within one foot of center on the side or bottom.

- Tranny Protectors may REST on the transmission cross member no more than 5 inches in the center of the cross member, but may not be attached in any way to the cross member.

- Slider drivelines are allowed.

SUSPENSION / COIL SPRINGS:

- No coil to leaf or leaf to coil spring conversions on pre 80's non metric cars

- You may change coil springs.

- You may weld, bolt or chain down your A arms. You are allowed either one 1" x 3" by 1/4" straps on each side of the A-arm, **OR** one chain **OR** one bolt per frame rail side. Do not weld entire A arm down, if you are in excess of this rule, you may not run!

- Upper and lower front control arms may NOT be reinforced

- Ball joints, spindles, drag link, pitman arms, gear boxes, upper front control arms: may only be swapped with any make model of a factory car type and strength parts. All parts must bolt only to factory attachment points for that car, example: you may not cut and fabricate your own mounts.

- No front suspension or steering may be reinforced with the exception of shortening a Tie rod in which case you may use no more than a 5" pipe sleeve or 5" x 1"x 1" angle to reassemble

- After market steering columns allowed.

- For 80's and newer cars: **copy lazenby's** rule

- Coil to leaf spring swaps are allowed. See Leaf Spring rules.

-you may use the ZTR type rear end coil spring conversion kit but:

- Upper Brackets may be no thicker than 3/8" and no wider than 6" x 6"

- Lower Brackets may be no thicker than 3/8" wall x 3" X 4" long

- All upper and lower Trailing arms must start with factory trailing arms and may be reinforced and must have original rubber bushings in place.

-Lower trailing arm must be mounted on frame within the original stock WATTS lower trailing arm bracket hole

LEAF SPRINGS:

- 9 leaf maximum, 5/16 " max thickness, 2 1/2" wide maximum, or if using ANY thicker leaf spring maximum 3/8"" thick you may only have a 5 leaf pack, leafs must be of factory auto or light truck origin.

- Top leaf must be mounted to either the shackle in the original position or within 3" of the original shackle frame bolt hole if hard mounting to the frame use two pieces of flat stock to replicate a shackle.

- 2" Stagger – each leaf below the main must be 4" shorter than the previous leaf spring. This will give you a 2" stagger on each end of each leaf.

-2nd spring under the main is to start no longer than inside of curved eye socket of main leaf.

- 4 clamps per leaf spring, 2 in front of the axle, 2 behind the axle. This includes factory clamps

- Clamp material 1/4" thick, 3" wide, 2 – 3/8" bolts per clamp.

- No welding of the leaf springs on the spring pack.

- No flat sprung cars - leaf pack must have a minimum of a 2" arch.

- No duct taping of springs prior to inspection.

-Nothing on top of the main leaf spring.

- For 80's and newer cars:

- 54" minimum spring length measured from eye bolt to eye bolt when modifying leaf springs. No flat sprung cars -leaf pack must have a minimum of a 2" arch.

-**you may reverse stack your leaf springs but All leaf spring rules still apply.**

REAR ENDS:

- As a TEST for this 2016, 8 lug light truck axles will be allowed, no bracing of the housing allowed.
- Any 5 lug rear end may be used.
- You may use any type of rear end (Ford / Mopar / GM / Hybrid).
- No part of rear end may strengthen the car's frame or body in any way.
- You may tilt the rear end by lengthening or shortening the trailing arms. Trailing arms must be of passenger car origin and must operate. Trailing arms may be reinforced but must be OEM origin.
- On 5 lug rear end's, braces are allowed, but they may serve no purpose other than to strengthen the rear end housing.

TIRES & BRAKES:

- No split rims or Duals
- Rims: only the center 8" may be changed to allow different lug patterns, no bead locks or reinforcing of the rim is allowed.
- Valve stem protectors allowed, wheel weights must be removed.
- All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
- You may not change tires after inspection without officials consent.

FUEL DELIVERY SYSTEMS:

- **ONLY** Metal Marine type tank, metal fuel tank or derby type metal fuel tank may be used.
- 7 gallon max tank maximum may be used.
- Original gas tanks must be removed from the car.
- You must have the gas tank securely mounted behind the driver's seat with bolts, metal straps or chain. No seat belts or pull tie straps may be used.
- Fuel lines must run inside the car, not under the car along the frame. **Fuel line must be inside a protective line with in the engine compartment.**

IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO INSPECTORS ATTENTION AT TECH

- Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint.
- Automotive pump gas only, **NO ALCOHOL TYPE FUEL MAY BE USED!**

BATTERIES:

- Only one battery of any type may be used.

- They must be secured inside the car and covered, unless you are using a gel cell battery
- Battery box must be made out of metal! It must be bolted to the floor; bolts may not go thru the frame. Seat belts or pull type tie downs may not be used.
- Rusted out holes in your floor sheet metal must be patched (with sheet metal only) where components are mounted for driver's safety. You may not patch clean and solid floors.
- All body mounts must be visible.

OTHER:

- Body creasing, enhancing of existing bodylines and addition of body lines is allowed to the sides of the car only. Do not fold the metal over to create a doubled effect; any spot with 4 layers of sheet metal will be torched out completely, with the exception of fender wheel cut out and hood rolling. (see CUTOUTS AND WHEEL WELLS) Trunk – No created seams on hoods trunks or body may be welded.
- No doubling of body panels allowed, no added metal allowed
- Cars with 2 piece fenders may weld 1/2 of the exterior seam only. No filler may be used
- No inner seam welding other than the front firewall floor seam, no filler may be used.
- Inner panels of a wagon may be secured by four 4" welds per panel seam, and a 15" inspection hole must be made for inspection.
- No other seam welding other than what has been specified.
- Body rust may be repaired by welding sheet metal of the same thickness covering only the area in disrepair. Take before pictures and bring with you.

PRE-RUN/FEATURE/GRUDGE MATCH (CONSI) CAR

The following rules apply to previously run derby cars only, not fresh cars that have been wrecked. The intention of these rules is to help you make your pre-run car competitive with fresh cars. The idea is to repair damaged areas only and return the car to as close to "stock" condition as possible. This is not an opportunity to plate or reinforce your car! If we feel that you have pushed the limits of these guidelines, you will not be able to compete! Inspection officials will use discretion and all decisions will be final. Call and ask before you fix something that is not outlined in this section. Absolutely NO ADDED METAL other than what is specified below!

Do to the abuse of this rule last year, this year, they following will be enforced.

ANY FRAME WELDING OTHER THAN WHAT IS SPECIFIED,

YOU WILL NOT BE ALLOWED TO FIX YOU WILL BE DQ'D.

- Frame repairs on pre-run cars are allowed to repair OBVIOUSLY damaged areas of the frame using eight total 6" by 4" max 1/4" thick pates. 4 per frame rail may be used; of which, 2 may be used in front of transmission cross member and two may be used behind the transmission cross member.
- plates may be bent and cut but excess may not be used elsewhere

-plates and weld must be separated by 1"

-No other frame welding will be allowed! All other repairs made to the frame will be removed.

- Safety-you may patch any hole in the doors or floor of the car for SAFETY only. You must use sheet metal only. And your patch may be only 2" larger than the hole you are patching.

- You may reinforce damaged steering components on pre run cars only using one piece of 1"by 1" by 1/8" angle, but you must use factory type and strength parts.

- No replacing of sheet metal components prior to the grudge or the feature. Except for safety purposes (ex. Torn open door)

MINI CARS:

- Standard Car rules apply
- Small Car wheelbase is 104" maximum
- 6 cylinder maximum.

Passenger and Stock Rules

NOTHING other than what is listed below is allowed

Follow General, preparation and inspection on pages 3 and 4

CAGES & DOOR BARS: SEE Diagram

1. You may use channel or tubing up to 8" O.D. for all interior bars.
2. Seat bar must be no further than 8" behind the seat. All bars must be straight.
3. Interior door bars may not be more than 8" behind the seat bar.
4. You may add 2 VERTICAL down bars on the rear seat bar only, welded to your door bar and to the floor sheet metal. These bars may not attach to or conceal a body mount.
5. No kickers, angled or otherwise. NO cage components may be welded to the frame.
6. All cage components must be a minimum of 6" off of any floor sheet metal or body bolt elevation, and 4" off of tranny tunnel sheet metal.
7. All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's side. The driver's door bar MAY be inside the door structure or on the outside of the driver's door only to allow more room for driver's safety.
8. Drivers door, you may weld a plate Maximum 10" wide across the door for protection, not to exceed 6" beyond the exterior drivers door seams. These plates must be in the center of the door and run horizontally.
9. No gas tank protectors allowed

HALO OR ROLLOVER BARS:

1. You MUST add a halo bar or an upright post to the cage components listed above. It may not exceed 8" O.D.
2. - Halo bars must be in a direct vertical line with the seat bar.

3. - Halo bars may NOT be angled toward the rear of the car. They must be vertical.
4. - Upright post must have a min 4" x 4" plate attached to the roof, welded or bolted.
5. - Upright post must be mounted vertically and in such away it will not bend. (Ex. Gusseted)

Doors:

1. Door seams must be welded using rolled rod no bigger than 1/2" or flat strap no bigger than 2" wide by 1/4" thick.
2. You may smash the inner and outer skin together of the window opening and weld them solid. You may use the same filler as in welding the door seems but no longer than the window opening per door.
3. Driver's door and driver's side of front windshield may have window fabric netting or chicken wire type material for driver's safety. NO other windows may have netting.

Bumpers:

The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection if it is determined that you have exceeded the intention of the rule you will be given the opportunity to correct it in order to compete, if you are not willing to correct it you will be disqualified. Officials have final say.

1. Bumper swaps are allowed.
2. Stock O.E.M. bumpers off of passenger cars may be used
3. Aftermarket bumpers purchased from DEC headers may be used
4. Bumpers may be flipped.
5. Bumpers may be cut so they do not smash into the tires during the event.
6. No chrome may be welded to the body if using compression style bumpers.
7. Chrome of bumpers may be welded to the inner beam of the compression bumper only. No additional material may be added.
8. Non compression bumpers may be welded to no more than 12 inches of the outside body only. Note: Hood must be able to open.
9. Chain may be wrapped around the bumper to the frame (one wrap per side, see hood bolting rule).

If you ARE NOT swapping bumpers,

1. Stock bumper brackets and tubes in stock locations may be welded to the front 4" of the frame only. No swapping bumper brackets and or tubes/beams.
2. On cars equipped with factory compression style bumpers you may compress the bumper shock tubes and weld them back
3. Bumpers may be welded to shock tube mounting plate or you must remove all original mounting hardware and use one 4" long x 4" tall X 1/4" thick piece of angle iron per frame rail only (see bumper swapping rule #1 below)

If you **ARE** swapping bumpers,

1. If swapping the bumper's on a factory equipped compression bumper car you must use either the stock mounting brackets and tubes in stock location's or you must remove all original mounting hardware and use one 4" long x 4" tall x 1/4" thick piece of angle iron per frame rail welded to the outside front 4" of the frame only. No swapping brackets and or tubes/beams.
2. If adding a compression bumper to a non compression bumper car the only way it may be attached is by removing all original mounting hardware and using one 4" long x 4" tall x 1/4" thick piece of angle iron per frame rail welded to the outside front 4" of the frame only.

Frame:

1. All body mounts (rubber biscuit and cone) and "Pucks" must be in place. You may not remove bolts and place washers on both sides.
2. No Buffing, grinding or packing of frames
3. No Chrysler sub-frame chaining.
4. No imperial sub-frame swaps allowed.
5. Frames may be notched.
6. Absolutely no cutting, bending or altering the front frame in any way.

Hood and Trunk:

1. Hinge spring must be removed.
2. Deck and Hood must be 100% in stock location and open for inspection or have a 30" x 30" hole for inspection.
3. All decking in wagons must be removed.
4. **Body may be pinched. Trunk may be tucked or v'd. NO wedging.**
5. Bolts, chains, cables or 1/2" rod may be used to secure the hood and trunk in eight places each. Two per each side of hood and trunk
6. If using chain or cable it must be singled looped. It may go around the bumper. And it may be located anywhere on the hood or trunk.
7. Chain and cable may be no larger than 3/8". If excessive chain or cable is found, it will be cut.
8. If welding hood use 6" inch lengths of maximum 1/2" rod may be welded in the seam. Two 6" welds per each side of hood and trunk.
9. If bolting the hood and trunk 6 bolts no larger than 8"x 3/4" with two five inch washers each may be used.

10. You may mix and match the types of hood/trunk fastening, but only 2 fastening points per side of the hood/trunk may be used.

Engines & Rear Ends:

1. Engines may be swapped but must remain close to original position as possible. No cutting of the fire wall to accommodate different motors. A hole may be cut for the distributor. Motor mounts may be fastened with only one strap or chain to the top of the factory engine cradle. No welding to the frame.
2. If using a engine saddle or lower cradle it may only be fastened to the frame engine cradle and not the frame and you may not use any strap or chain.
3. NON trussed factory rear ends must be used. Ford in Ford, GM in GM, etc.. no hybrids.
4. No transmission coolers allowed.
5. Rear end gears/axles may be changed, welded or posi'd.
6. No Distributor /pulley protectors, slip shafts drive line, after market steering columns or protectors of any kind
7. Factory steering column must be used, rag joints may be modified/replaced.
8. Floor shifters allowed,
9. No aftermarket brakes or gas pedals

Suspension:

1. Suspension must be stock components and working.
2. Coil springs may be welded to the axle only.
3. No other means other than tires and springs and spring spacers may be used to raise the cars suspension.
4. No adding or modifying original leaf spring clamps. No Chaining of humps.

Windows:

1. You must have at least one but no more than two front window bars or 3/8" chain. Rear window bars are optional, but no more than two.
2. Bars may not be bigger than 36" long by 2" by 2" x 3/16" angle, 2" diameter bar/pipe or 3" by 3/16" flat strap.
3. Bars may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" by 4" by 3/16" angle or plate on the roof, cowl, speaker deck or trunk. If mounting to trunk area, plate cannot be mounted on the trunk lid itself.
4. Must be spaced at least 18 inches apart on the bottom, and no cross connections. No other added metal or mount plates.

5. If using rear window bars in a Station Wagon tailgate windows are treated as a rear window, but must be mounted at the top of the tailgate, and the tailgate must be in original closed position.
6. No wiring or chaining of any window openings.
7. Window bars may not be attached to the halo bar or any cage components.

Radiators, radiator supports:

1. Only OEM style passenger car radiators may be used. Aluminum racing rads of the same style may be used.
2. Radiator must be attached to the core support.
3. Radiators may be mounted in such a way to hold the radiator in place, not strengthen the core support. No added metal may be used to mount the radiator. If welding radiator in place you may use four 1" welds, one per corner.
4. You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed).
5. If the arena allows, engine coolants may be used, call promoter for approval. * Morgan Madness Does not allow coolant.
6. Radiator loops may be used
7. Radiator supports must remain in the stock location.
8. Radiator core support seam welding is NOT allowed.
9. Radiator supports may not be welded to the frame, bumper brackets, bumpers or anything else.
10. If using a condenser to protect the radiator, it may be tie wired to the core support only.

FUEL DELIVERY SYSTEMS:

1. Metal Marine type tank, metal fuel tank or derby type metal fuel tank recommended. If using a plastic tank, the lower half must be concealed in a minimum 1/4" plate box.
2. **7 gallon max tank maximum may be used.**
3. Original gas tanks must be removed from the car.
4. You must have the gas tank securely mounted behind the driver's seat. No seat belts or pull tie straps may be used.
5. Fuel lines must run inside the car, not under the car along the frame.

IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO INSPECTORS ATTENTION AT TECH

Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint

1. Automotive pump gas only, **NO ALCOHOL.**

BATTERIES:

1. Only one battery of any type may be used.
2. They must be secured inside the car and covered, unless you are using a gel cell battery
3. Battery box must be made out of metal! It must be bolted to the floor; bolts may not go thru the frame. Seat belts or pull type tie downs may not be used.
4. Rusted out holes in your floor sheet metal may be patched where components will be mounted or for drivers safety with sheet metal only. You may not patch clean and solid floors.
5. All body mounts must be visible.

TIRES & BRAKES:

1. No split rims, studded tires, or Duals
2. Stock Rims only, no bead locks or reinforcing of the rim is allowed.
3. Valve stem protectors allowed, wheel weights must be removed.
4. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
5. You may not change tires after inspection.

Air Cleaners:

1. You must have an air cleaner over the carburetor all at times during the event.
2. There must be an opening cut in the hood on each side of the air cleaner for fire suppression. Minimum of 6 inch diameter.

Cut outs:

1. Cut outs over the wheel wells are legal.
2. No welding or bolting of the cutouts is allowed.
3. If inspection holes and fire holes are determined to be too small you will be asked to cut them larger.
4. Anything can be removed; NOTHING can be added.

OVERALL SAFETY IS OUR GOAL AND WILL BE DETERMINED BY THE TRACK OFFICIALS!