

FRONT WHEEL DRIVE PRO-STOCK.

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IF IT DOES NOT SAY IT IN THE RULES, DO NOT DO IT. OFFICIALS FINAL DECISION.

1. Doors may be welded all the way around on outside of body only with ¼" x 3" wide strapping no excessive overlapping of strapping is permitted. Door tops can be welded, no metal added. 2. Deck lids and tailgates may be welded 45" total using ¼" x 3" wide pieces of steel or 9 wired or banding in 8 spots. Deck lids and tailgates must be in their original location. Deck lids may be folded down in the trunk, trunk lids may be dipped along with speaker deck. Speaker deck can be removed, but trunk lid can only be welded to quarter panels and taillight assembly only nothing may be welded inside of trunk.
2. Hood may be 9 wired in 8 places or bolted in 6 places bolts may be 5/8" in dia. front 2 body mounts may extend through core support and used as front 2 of the 6 hood bolts 1" all thread max you cannot sleeve all thread with anything from bottom of core support and above. A 12" hole minimum must be in the hood.
3. No interior body seam welding will be permitted. Doors can be welded on the outside of the body only. On pre-ran cars the doors may be repaired back to stock.
Rust repair is allowed if noticeable on floor or roofs.
4. You may have a window bar or wire in the windshield and rear window if using metal, it can be no thicker than 3/8" and no wider than 3". You may use a 2 x 2 pipe. Not solid. These may not touch the rollover bar. They can be welded to roof and firewall no more than 6" from the window area. Rear window bar can be attached 8" on the roof, may not be attached to rollover bar. Rear window bar cannot be any further back than the trunk seam closest to the speaker deck. If the rear window bar goes to the trunk floor it cannot go past the rear axle, may only be attached to trunk pan, NOT the attached in any way to the rear axle.
5. Hoods must be open for inspection. (12" x 12" hole in hood)
6. Cars may not be smashed flat if cars are tucked the rear quarter panels must stay at the factory height deck lids must be in factory location (above rain channels).
7. You can add a piece of angle (**4" x 4" x ¼" max.**) to top and bottom of the core support but can be no longer than 1" wider than the radiator no other metal permitted on core support. No other metal permitted to be welded to core support.
8. The original gas tank may be removed and replaced with a boat-type tank or fuel cell Moved inside of car behind driver's seat but no further back than rear axle. If the fuel tank is in front of the rear axle you may leave it in the stock location. Batteries must be moved to passenger side floorboard and securely fastened.

CAGE

1. You may have a 4-point cage surrounding the driver's compartment with a rollover bar. Bars 6" diam. Max must be sheet metal to sheet metal only. The front bar must be 5" from the firewall and run straight across, no contouring to the firewall. The

door bars maximum length is 60 inches any longer it will be removed and must be at least 5" off the floor measured from the highest part of the floor/ driveshaft tunnel. You may use a rollover bar from the front side of roll bar across the roof down to dash bar this may not connect to sheet metal.

2. Door bars may be no further forward than the firewall.
3. No angling of rollover bars permitted.
4. You may have gussets in cages at the corners. They must be within 6" of corners of bars only no other gussets will be permitted.
5. You may use a floating gas tank protector that comes off the back bar, but it cannot be wider than 28". The gas tank protector or holder may go all the way back to the sheet metal. The gas tank protector must stop at the sheet metal in front of rear axle and rear seat metal cannot be welded. May have two bars one from each side that go from the rollover bar to the boat tank protector above the height of the doors.
6. A center bar from rear seat bar to dash bar is permitted. You may use a bar from the roll over bar on roof across the front roof down to dash bar. Door bars may not extend farther forward than the firewall. 7. Rear window bar maybe welded 3" on the roof and straight down to speaker deck or floor not on trunk lid.

FRAME

1. Trailer hitches and braces must be removed. No plating, pinning, heat treating, stuffing the frame of any kind. Do not paint the frame. No welds on frame or K member may exceed a single pass no weave passes or building the weld up will be permitted.
2. No frame creasing or hammering permitted. You can notch or crease the rear frame. This is to help the rear of car to roll not to strengthen the frame. Frame welding is limited to front and rear bumper areas. You may do one of the following not both: 1. You can weld 1 seam per side on body from firewall forward or 1 seam per side on k member with no metal added. Front frame may be shortened to front side of core support. K-member must factory to the car, K-Member must remain in factory location. Core support must remain in factory location.
3. If a frame section needs to be replaced or repaired (rust) you must call first. 4. Angles for Transmission cross member can't be longer than 5" and must be within 12" from factory location (FOR REAR WHEEL DRIVE CARS ONLY).
4. Sway bar and bracket may be welded to the frame. This must be in stock location and must only be welded to bottom of frame.
5. 4 fix it plates can be added to fresh or pre-ran cars ¼"x4"x4" (2 per side) Must have at least ½" gap between plates or will lose the whole the plate.
6. The front mounting points on the K member may be welded to the body of the car. No more than 3" welding per rail is permitted. They may also be bolted.
7. **For coil sprung cars, you may use a hump plate. They may be 1/4" x 6" x 16" centered in the hump. They will be measured from the top center of the hump and must start**

no lower than the center of the frame. Hump plates must be at least 2" from the rear end housing. On leaf spring cars, you may use a 1/4" x 6" x 10" hump plate to be measured the same way. These hump plates may contour the frame or run straight across.

BUMPERS

1. Homemade bumpers are permitted. They must be no bigger than 8"x8" square tubing. No homemade points added. No sharp or excessive points will be permitted. Bumpers can be loaded. No Chrysler pointy or chrysler pointy replicas.
2. Bumpers may be no lower than 14" and no higher than 20" to bottom of bumper- this will be strictly enforced. Bumper seams may be welded metal may be added to bumper- this must be done on the inside of the bumper front bumper only. **The rear bumper can be seam welded.**
8. Bumper shocks or bumper brackets may be welded to the frame. Bumper brackets and or shocks must be no longer than 12" in length and welded to inside or outside of frame if welded to outside of frame they must be on the side towards the outside of car. If welded on the inside a 1/2" inspection hole must be made at the end of the shock. They will be measured from the back side of bumper back. You can hard nose the front bumper- you may use a 2" x 6" x 1/4" plate to weld bumper to the frame 2 per mounting point- these plates must be on side of frame not permitted on top or bottom of frame. You may weld shock to frame factory bumper shocks can only be 12" from end of frame and may not be moved back on frame.

ENGINE / TRANSMISSION

1. No chains on the engine permitted solid or after-market mounts are ok.
2. Distributor protectors are allowed. No cradles allowed.
3. Oil pan and transmission pan may be plated, the plate used may be only 1" wider than the pan they are welded to. They may not connect in any way.

SUSPENSION

1. You may modify tie rods. Valve stem protectors are permitted. A-arms must remain in stock configuration. Any tire permitted. Rear trailing arms may be homemade no bigger than 2"x 2" square tubing or pipe, must not strengthen car in anyway.
2. Upper A arm may be welded down with a 1/4" x 2" x 2" piece of steel on front and back side of upper A arm and you may plug weld the center of upper A-arm. Lower A-arms may not be welded. Cars do not have to bounce. Solid suspension is allowed. Coil springs in rear may be welded, wired or chained to rear end. Rear end protectors may be used but may not be used to strengthen the car in any way. Leaf spring cars may replace broken springs with factory 1/4" leaf springs only. No more than 5 springs are allowed and must have a 2" stagger and mounted in factory location- you cannot change coil spring to leaf spring set ups.
3. On front wheel drive cars, you may reinforce the rear axle assembly with 2" x 2" square tubing, 2" angle or 2" wide flat plate- this may not in any way reinforce the body of the car, nothing bigger than 2" X 2" may be used. And the 2" X 2" can attach to rear hubs