

COMPACT TRUCK AND MINIVAN

Class is open to small trucks or SUV foreign or domestic minivan. No diesels, No "hybrid" vehicles, etc. No panel vans. 4 wheel / all wheel drives may be used if one axle is disabled, (only one axle can drive) MUST BE CLASSIFIED compact or midsize truck or suv

NO 04+ durangos as they are classified fullsize!!!!

Vehicle must remain factory other than the modifications specified below

Any style aftermarket shifter, steering or pedal combo. Slider, Lower cradle, Pulley Protector, Aluminum Ultra Bell.

Stripping: All glass, chrome trim, locks and anything else that might become embedded in the track or a fire hazard must be removed. TOTALLY CLEAN IT OUT INCLUDING GLASS. Driver door panel can be left in for safety of the driver, projecting latches, handles, etc. inside driver's door must be removed. Remove brittle metal & fiberglass pieces' front and back.. all sunroof openings must be closed

Antifreeze must be removed and replaced with water. May run a oe style radiator or a free floating water box (must be attached to core support or engine) NOT BOTH or the frame!!

You MUST install two safety straps from the body area behind the hood no more than 2" below the windshield line and no more than 2" above windshield line to the roof of the car to keep the hood from coming backwards through the windshield area.

EXHAUST: May use stacks or if using under car it should be cut off at least 12" behind driver's seat and be bent out towards the side of the vehicle, or straight up and down off of manifold.

FANS: You may use an Electric fan with plastic or nylon blades only.

BRAKES: Must be in working order for safety purposes on the track.

TRANSMISSION COOLERS: May be moved to the passenger area and must be totally leak free. All lines must be enclosed. Electric plastic fans with shroud will be allowed. A cover or splash shield between cooler and driver is recommended

TIRES AND WHEELS: ANY style RUBBER tire is allowed (NO STEEL TIRES ALLOWED NO RIMS ONLY) No liquid loading of tires is allowed. Tire inside a tire is allowed. Remove all wheel weights.NO protector style rim allowed. No valve stem protectors may be welded on. you may use full wheel center and simple bead stiffeners welded onto wheel(must not overlap onto tire).

NO REINFORCEMENT will be allowed except as stated.
Front and rear Trailer hitches are to be completely removed.
NO rear window bar

Rust repair: If rust damage is to be repaired in the floors and frame, **prior approval must be made before ANYTHING will be passed.** No double flooring or double framing.

Driver Protection: A 4 bar enclosure around the inside cab may be installed. One dash bar, one behind seat, one across each front door. All bars must be inside driver's compartment. Door bars may run from dash to behind the farthest back portion of the seat where it meets the kick panel. Side bar MAXIMUM LENGTH 60" may go through cab into box for tank protector purposes only and may not exceed 24" from front of box. Must follow protector rules as well. Front bar must be at least 5 inches from center of firewall and floor including the transmission tunnel. Back bar may be no further back than 1 foot behind seat. All bars may be no larger than 4" diameter, except side bars may use up to 2"x 6". A fifth bar may be used of same size material to run from front bar to back bar to use to support shifters and switches ONLY. Attaching to the car may only be done on the sides, NO mounting to the floor or roof. Gussets may be used at all welded connections but can only be welded to the protection area. NOT to the car body itself. Nothing can come from floor or frame to cage whatsoever. Used for protection only not reinforcement. Improperly installed bars are a hazard to everyone... NO EXOSKELETONS... All bars will be placed WITHIN the sheet metal of the vehicle. . If you choose to use only front and back bar, mounting plates of 1/4 "x 6"x12" may be used on the ends. Roll over bars (HALO) may not extend more than 6 inches above the roof line and may only be attached to the cage with two points of contact behind front seat not to the floor in any way. All bars must be within same guidelines as cage bars. Nothing can go from halo to dash bar, NO EXCEPTIONS.

BODY MOUNTS: body mounts must remain in factory position. Only 6 extra 1/2" inch maximum body to frame bolts with washers that are free floating maximum size is 3/16th by 5-inch diameter. Maximum 4" spacing between frame and radiator support at front mount You can run no larger than 1" all thread at this location. You may change original hardware to 1/2" diameter bolts, you may remove body spacers or add hockey pucks/steel spacers.

BODY: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use five bolts per side (3/8" or smaller) to go from outer quarter around wheel opening to inner wheel well. Quarters and panels must remain in original position NO wedging, you may body crease and canoe. Interior body seams may be re-welded 2" on 4" off DO NOT make new seams you may NOT smash bed sides down, they must remain in factory position.

Hood: You may use wire or 2" X 2" angle iron 8 spots total. . If using angle it can be a max 4" long to hold hood down. Opening must be at a minimum of 12"x12" hole over carb. If using 1" all thread as a radiator support bolt it may come through the hood in the two front spots ONLY!! HOOD MUST BE OPENED FOR INSPECTION, IT IS NOT OUR JOB!!

Doors/cab: Doors Must be welded and or tied securely with cable or chain. Exterior door seams may be welded. You are allowed to use flat steel over the seams up to 1/8"x3". You may use an 1/8" door skin on drivers door only max 2" overlap. If ANY door comes open car is disqualified. You may weld cab to box vertical seams with up to 3"x1/8" strapping.

Tailgates/Hatches: May be welded vertical seams inside and outside with (6 spots) 3"x3"x1/8" material or use wire/chain.

GAS TANKS: Must be mounted in the center of the bed near the cab or in the rear passenger part of an extended cab, suv or van. A marine style or equivalent fuel cell fastened down securely. All electric fuel pumps require a separate power switch within driver's reach. Switch must be labeled fuel pump shutoff. NO PLASTIC boat tanks will be allowed. Homemade fuel cells, MUST BE: 1. Sturdy, 2. Securely Mounted, 3. Entirely leak proof or you cannot run! MUST BE COVERED WITH A SHIELD!

Gas Tank Protectors: Protectors must attach to CAGE ONLY!!! Protector will be no larger than 32" outside and made of no larger than 4"x1/4 inch material. 8-inch gussets can be used on the protector. This is a FLOATING style protector. Bars may not go to the halo or frame. Must be no farther than 24" from front of box.

FUEL LINES: Must be metal passing through the firewall and in the passenger compartment. ALL FUEL LINES MUST BE METAL LINE, OR HIGH PRESSURE RUBBER FUEL LINE INSIDE THE VEHICLE. ALL FUEL LINES NEED TO BE COVERED, RAN INTO AN OLD GARDEN HOSE IS ACCEPTABLE

BATTERIES: Are to be mounted solidly to car floor in the front passenger compartment with a rubber or plastic shield covering, batteries may also be mounted into passenger seat if secured and tight or metal box mounted to cage.

ENGINE: Swaps may be done. You may use lower engine cradle (1/2" maximum thickness).(pulley protector OK) Trans crossmember may be altered to allow other make engines and transmissions to be installed. You may solid mount with maximum 2"x2"x4" material one per side. A 4"x6" plate may be used to mount different engines in vehicle. Engine plates, bumper plates and fix it plates MAY NOT TOUCH!!

Slider drive shafts will be allowed.

Trans crossmember may be altered to allow other make engines and transmissions to be installed you may use a 4" long piece of 3"x3" angle iron welded to frame on each side no more than 12" from factory location as the crossmember mount. You may use homemade crossmember no larger than 2"x2" hollow round or square material. If using angle the Crossmember must be centered over the angle. NOT welded to one end. 4" max length on angle.

FRAMES: NO FRAME SWAPS!!!! NO TILTING OR MANIPULATING OF FRAME. NO plating, pinning or stuffing allowed NO SEAM WELDING!!! Front frame may be shortened to core support; however core support must remain in stock location No shortening between firewall and radiator support. no undercoating or painting frames (If your frame is painted you WILL BE LOADED) No sub frame connectors. NO welding on the inside of the frame whatsoever. No welding on frame other than fix it plates and bumper mounting.... NO EXCEPTIONS NO kickers.

Fix it plates may only be a maximum of 4"x 6"x 1/4". plates and welds must not touch. must be mounted flat on outside of frame. Cars that have ran multiple shows may have 8 total. Fresh vehicles may have up to 4 fix it plates Must follow all fix it plate rules

SUSPENSION: No suspension conversions. All components must remain OE factory for that vehicle. Rear Coil springs may be welded or wired in one spot to body and rear. If leaf sprung must

remain OE for that vehicle Maximum 5 clamps per side, 2" wide 3/16" thick, two 3/8 bolts per clamp. 1/4" working rear shackles Hangers Must remain OE factory (no reverse arch or flat sprung leaf springs) You may swap rears between manufacturers must be passenger car or 1/2 ton truck or below. No 8 lugs. NO rear bracing No axle savers

Front-Must be oe factory components for that vehicle. No suspension swaps. You may use screw in style balljoints or Bolts instead of balljoints.

Ride Height: You may lock suspension and/ or pipe shocks to achieve proper ride height doing this may not strengthen frame in any way. If using threaded rod or tube to do so it must be used in the stock shock location only 1" maximum diameter. You can also run chain over top of front upper control arm and weld two links per side to frame. May be 2 links welded to control arm as well. Minimum 17" to bottom of bumper. You cannot chain Humps You may run one limiter chain max 3/8" per side straight down from frame to rear(no welding) ONE loop 1 bolt for loop around frame(bolt must not go through frame) and 1 bolt for loop around rear. if you do this you lose the 1" all thread as rear shocks.

Front Sway bar-may be removed, or you can remove rubber bushings and bolt solid to both frame and control arms, but it may NOT be welded or bolted to engine cradle or pulley protector in any way.

Steering: Any style column may be used. You may weld your tie rod sleeves to the tie rod or use small angle or rebar to weld or stiffen tie rod.

Bumpers: You may load factory bumpers (all work must be done on the inside and it MUST APPEAR FACTORY FROM OUTSIDE) you may seam weld and may use a 1/4" plate on back of bumper to support or stiffen. Homemade bumpers will be allowed, built from FLAT HOLLOW type steel 1/4" thick x 4" deep x 8" high no wider than vehicle width. You may add a point to a homemade bumper. . You may add a point to a homemade bumper max point 4" from front of bumper. Must retain same height as bumper and must span out minimum of 32" DO NOT PUSH THIS OR YOU WILL BE FAILED!! NO EXCEPTIONS. You may stack 2 pieces together from top to bottom to make height dimensional. All homemade bumpers must also be capped on the ends so there are no open ends. You may also use DEC, SKI Inc and other manufactured replica bumpers that have a 5" or smaller point spread across 36" they must fit within these parameters. NO POINTED REAR BUMPERS

Bumper Mounting: NO BUMPER SHOCKS.... You may weld bumper directly to frame and use a piece of steel (4" wide 1/4" thick x 12" long)((MUST BE CONNECTED TO BUMPER) You may choose which side of the frame FACE you put it on inside face or outside face however 1 on driver's side and 1 on passenger side. You can weld it directly to frame, but it may not exceed 12" from bumper. Must have a 1/2" hole just after 12" of plate for inspection on each side if boxed frame Cars without bumpers must have no projecting mounts or frame projections, bumperettes must be removed. All bumper mounting must be EXTERNAL only. Nothing can be done inside of frame!!

Each bumper must be chained or 9 wired(double strand twisted) in two spots per bumper to sheet metal only to help keep it on ANY Additional welds, extra bolting, modifications, etc will be In direct violation of this rule and you will not be permitted to cut or fix it. This will result in an automatic inspection fail!!! No vehicles will be grandfathered in from show to show or year to year.

NO EXTRA ANYTHING ALLOWED AS THE FIRST LINE STATES ALL VEHICLES MUST REMAIN STOCK UNLESS NOTED IN THE CHANGES ABOVE

Any situations that come up the promoters have the power to add or change rules required . Just because it isn't in the rules, it doesn't make it legal. All vehicles are to remain factory other than the modifications allowed and spelled out in each particular section. NOTHING MORE!!! Anything found to be Illegal before and after the show can result in Disqualification from the event and forfeiture of the winnings. (2025-2028)For registration questions ONLY Contact Darren Bradford (570)-404-0121 . Rule questions or approval call Rj Holton (570) 250-6730 or Tim Avants 570-250-7556