

Please call/Text Travis Albright with any questions @ 815-592-6783.

****NO CALLS AFTER 9:00 pm CST****

Highly Recommended: FR long sleeve shirt/sweatshirt or FR Racing Jacket.

General Rules

- All Cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
- All cars will be inspected off the trailer in a designated area with drivers of the car and official ONLY.
- Cars must be checked in as least **30 minutes** before the start time.
- Any protests must be made by the driver BEFORE the show starts.
- Cars must make contact every 90 seconds.
- NO Alcohol or drugs permitted in the pit area. Any driver or pit crew member under the influence will be escorted out.
- Air bags must be removed.
- Cage and halo car/roll over bar are MANDATORY.
- Cars without headers through hood must have (2) 7" holes on each side of the carburetor.
- More than one car can be entered by the same entrant.
- Must have some form of operable seatbelt. Padding inside the driver's door is recommended for driver's safety.
- All hoods must be open for inspection.
- Stock gas tank must be removed and replaced with a tank inside the car.
- The gas tank must be tightly secured and covered with a protective firewall.
- Batteries must be moved inside driver's compartment and must be secured and covered.
- All cars must have number on both sides of the vehicle. A Roof sign is optional.
- All Glass, plastic and pot metal must be removed. Nothing may remain in the bottom of the doors or trucks. All outside hardware must be removed. (Door handles, mirrors, chrome, molding, screws, fiberglass, rear seats, station wagon decking, etc.)
- Front Seats must be securely mounted to the floor, if you are using bolts to secure the seats they may NOT go through the frame.
- All flammable materials inside the car must be removed except necessary safety padding and seats.
- Cars may be inspected at any time, before, during and after competitions. If the vehicle is found to be illegal, it and the driver will be disqualified? NO REFUNDS!
- All rules and procedures will be followed at all times, or you will not run!
- Drivers must be 16 years and older to compete. Drivers 16-17 will be required to have a parent or legal guardian to sign a minor's release form.
- Driver must wear seatbelt and helmet, along with eye protection at all times when operating vehicle.
- All drivers must attend driver's meeting.
- DO NOT hit the driver's door. Sometimes this happens BUT if it looks intentional or careless, you will be disqualified.
- NO Hot-rodding in the pits. Keep it at an idle!
- Any open door or fire will cause disqualification if deemed a safety hazard.
- Arguments, Whining, sandbagging, team driving, hit and hold tactics or improper displays will get you removed. We will NOT tolerate any disruptive behavior.
- Event top five will be inspected after feature event if necessary.
- If you have a concern, report to an official so we can further discuss the concern/issue.

- DO NOT get out of your car on the track at any time unless safety is an issue such as a fire, or when directed by an official.
- Drivers will be the only people allowed to discuss concerns with the officials.
- No Profanities may be placed on any part of the car where it may be visible to fans.
- Judges' decisions are final!

Compact Rules

- This Class is open to all 110" and under FWD and 105" and under RWD V6 or Smaller car.
- Suspension must be factory OEM Components only. No aftermarket strut, Axles, tie rods, gas pedals, ball joints, engine mounts, trans mounts, steering columns, steering knuckles, body bushings or rearends.
- No Welding or reinforcing.
- Must move the battery and gas tank inside the car and strap them down. NO EXCEPTIONS!
- 4-point cage with (2) Down bars to the floor welded to sheet metal only. Halo bars must be bolted to roof in 2 spots. (1/2" Bolts Max)
- Side door bars may not exceed 60".
- Gas tank protector must be 30" wide and 2" off the floor.
- You may use unlimited 9 wire on your doors OR you can weld 2" door strapping 12" per vertical seam on doors only.
- You may wire the hood and trunk down in (6) places. Must be out board the radiator. NO BOLTING!
- Must have a wire or chain from dash area to roof.
- Aftermarket parts allowed are:
 - Headers
 - Shifter
 - ECM
 - Tires/Wheels
- NO CARB SWAPS!
- Bumper swaps are permitted with a factory style bumper OR 4" x 4" x 4" box tube.
- When mounting bumper, you may use a total of 8" of 2" x 2" box tubing OR 4" x 8" plate 1/4" thick as a bumper shock. Plate may NOT be used as a gusset. If tubing is slid inside the frame, we must be able to see where it stops. If we cannot tell where it stops, we will drill the frame for inspection.
- If the car is pre-ran and clearly BENT, you may have up to (6) Plates measuring 4" x 6" 1/4 thick
- If it does not say you can do it in the rules, then you can't! Official's decisions are final!

Van Rules

- V6 or Smaller
- No all-wheel drive vans
- No Rearend swaps on astro vans
- Follow all other rules in **Compact Rule** Section above.

Full Size Stock Rules

- Open to ANY year, make & Model except for 1973 and older Imperials and 1960's Lincolns.
- Cars Must remain stock except where noted.
- Pre-Ran cars will be allowed **8** Fix it plates **total**. Plates must have a 1/2" gap between repairs.
 - Repair plates may be either 4" x 6' x 1/4'" or 6" x 6" x 1/8"

Bumpers

- Bumpers May be changed out
- May Load Bumper or run a replicate of choice (If running a pointed bumper, the point needs to be spread out over 32" wide and no more than 8" from front of bumper.)
- May weld (2) 6" x 4 x 1/4" strap per frame rail (2 front, 2 rear) to help secure bumpers.
- Bumper may NOT be more than 8"x 8" in diameter.

Engine & Transmission

- Any engine and transmission combination are allowed
- May use an Ultra Bell or steel bell
- Lower cradle with front plate will be allowed
- May use stock or aftermarket engine mounts but must have a rubber bushing.
- Crossmember may be stock or a piece of 2" x 2" box tube. (If crossmember needs to be moved you may use (2) 6" long 3" x 3" 1/4" angle welded to the side of the frame.)
- Radiators must remain in stock location.
- May wire or chain engine down in (2) Spots.
- May run a slider drive shaft.

Frame

- Absolutely NO welding on frame except where noted.
- NO Tilting.
- May dimple or notch rear rails.
- May Shorten front frame up to the front of core support mount.

Body

- Doors may be wired, chained, or welded. (If welded it may only be 12" of weld on vertical seam 3" x 1/8" MAXIMUM)
- Must have wire or chain from roof down to firewall.
- May change out 4 body mounts of your choice. Must use a rubber bushing up to a 1/2" bolt. Washer may not be bigger than 3" x 3".
- May change out core support bolts with 3/4" all thread. Only allowed (3) Nuts and (3) washers per side and a maximum 4" spacer.
- If body mount is broken you may use (2) strands of #9 wire around the frame.
- #9 wire in (2) spots from roof to around the frame.
- Hood must be open for inspection.

- Hood can be fastened down with wire or bolts in (8) places total.
 - If using bolts: (No bigger than ½”).)
 - If wiring you may weld ½” washers to hood and fenders.
- Trunk may be welded, bolted, or wired shut in no more than 8 places.
 - If welding: Plates can be no bigger than 3” x 3” x 1/8”
- Quarters may be LIGHTLY creased.
- Trunk may be dished but must remain 6” off the floor.

Rear End & Tires

- Any Wheel & tire combo is allowed (NO SPLIT RIMS & NO STUDDED TIRES).
- Any 5 lug rearend is allowed (If using Ford 9inch only welding would be for mounts.)
- No back bracing of any kind.
- Must use OEM trailing arms.
- May shorten or lengthen trailing arms to pinion angle. (If shortened or lengthened only a 2” overlap weld back together.)
- Pinion brakes are allowed
 - NO Leaf Spring conversions
 - Leaf spring cars may use up to (4) clamps per side.

Steering & suspension

- All Steering components must remain stock. (if parts need to be replaced, they must be OEM).
- A-arms may be swapped with older models but must be a direct bolt on.
- No oversized ball joints or tie rods.
- May weld A-Arms down with (2) 4” x 2” x 1/8” strap.

Cage & Driver's Compartment

- Door bars no longer than 60”
- A four-point cage is mandatory, and you can have (4) down bars attached to sheet metal only. (2 per side)
- For driver's safety you can have a door skin 1/8” thick on the outside of the driver's door only OR a plate on the inside of the driver's door. (DO NOT abuse the inside plate or you will cut it. It is there to protect your legs and hip not to strengthen your car in any way.)
- Halo bar is MANDATORY. Must be bolted to the roof in 2 spots. (1/2” Bolts Max.)
- Gas tank protector can be no wider than 32” and may be butted up to package tray.
- Gas tank, Trans cooler, & Battery must be tightly secured and covered.

03 and Newer

- May run a bolt in cradle kit that attached to the aluminum cradle in (4) spots. Must have a ½” gap between cradle and frame rails.
- Must have factory rack and pinion.

- Front suspension may be changed to older style.
- Must use OEM tie rod ends.

2025 Limited Weld Rules

****This Class is open to ANY Year, Make and Model.**

Gas Tanks and Fuel Pumps

- Stock gas tank **MUST** be removed from original position and mounted in the rear seat area and secured.
- All tanks must be steel or aluminum and have a secure cap. A marine tank or fuel cell is strongly recommended.
- Electric fuel pumps are allowed. Must have a visible shut off.
- Gas tank protectors 36" wide max and must be centered between wheel wells.
- Gas tank mount may have a halo behind the tank.
- If you are not using a protector and choose to bolt the fuel tank down to the floor, the tank cannot be used as a kicker and must stay 4" away from the package tray and 2" away from rear seat bar.
- Fuel tank can be fastened down with no more than (4) ½" bolts with a max of 3" x 3" free floating washers.

Radiator and core support

- Radiator must be in stock position.
- Any passenger car style radiator can be used.
- Aluminum Radiators are allowed
- **DO NOT MOVE CORE SUPPORT OR FACTORY FRAME MOUNT.**
- Factory condenser or 1/8" expanded metal / rad guard only. May be bolted in with (4) – 3/8 bolts and cannot be used for reinforcement at all.
- Core support spacer can be 2" x 2" OD tube.
- May Change the 2 core support body bolts to (1" threaded rod max). Max of 5 nuts per all thread.
- You are allowed (2) locations of #9 Wire from bumper to core support.
- **NO ANGLE IRON OR HEAVY STEEL CAN BE WELDED FRAME RAIL TO FRAME RAIL TO HOLD RADIATOR.**

Body

- May change body mounts that are already in a stock location using 5/8" bolts. Bolts may not exceed 6" long. Must use factory OEM spacer or a max of (1) hockey puck per location. Body bolts must be up inside frame to bolt body back down.
- (1) Nut, (2) 3" washers can be used on replaced body bolts in each location. These cannot be welded to the frame or sheet metal.
- Any Metal can be removed but no metal can be added.
- No body seams may be welded.
- No doubling of body panels allowed.

- Doors may be wired shut sheet metal to sheet metal only in (8) locations per door with a max of 2 loops wire per location OR you may weld doors shut 3" on 3" off. Door strapping can be no bigger than 3" wide and 1/8 inch thick. OUTSIDE OF CAR ONLY.
- Driver's door ONLY may be welded solid and be skinned for protection or driver's safety. Skin cannot go any further than 3" past the door seams.
- May have (5) 3/8" bolts above each wheel opening centered above the wheel. Sheet metal to sheet metal only. This is to hold the inner and outer fenders together and for nothing else.
- Front and rear fenders may be body creased but cannot be folded to create a seam. Panels must be vertical and not laid over. Lower rear quarters can be folded up but cannot be bolted/welded or tucked between truck floor and frame.
- Hoods must have (2) holes, at least (4) inches in diameter on each side of the carburetor. (8) 3/8" bolts TOTAL may be used to hold sheet metal together around cut outs in hood.
- Hoods may be secured by the 2 pieces of all thread in the core support. Using 5"x5" washer to hold the hood down.
- May have (6) locations to secure hood #9 Wire or angle iron and bolts.

Trunk

- You may choose ONE of the following options for your (8) attachment points.
 - A: (8) attachment point places of #9 wire to sheet metal only. One hole on the fender and one hold on the trunk-lid is an attachment point. (2) loops of wire per location.
 - B: 3/8" bolts and washers through the rain channel
 - C: (8) 2"x2" angle 3 inches long welded along the top of the trunk and quarter panel with a 1/2" bolt per location.
 - D: Welding 3" x 3" off. Strapping can be no wider than 3" and 1/8 in thick.
- May have (2) Locations of 5/8" threaded rod welded to the side of the frame. Attached by 4" of continuous weld down the frame. (1) 3"x3" washer OD & (1) nut per threaded rod. Threaded rod must be vertical through the trunk lid and not used as a kicker. ****WAGONS** are allowed the rod as well through the roof but are still limited to the single nut and washer.
- May crease/push in rear panels up to the rear door seam.
- Quarter panels must remain vertical. Cannot push them over.

Safety Cages

- All cars must have a safety cage and rollover bar.
- A 5-point cage is required. Your cage must have a dash bar that must be a minimum of 4" from the firewall and transmission/ tunnel.
- Your cage must have a bar behind the driver's seat.
- You must have (2) side bars 1 per side and they cannot be longer than 62". Must remain 4" off the floor and away from the Wheel tub. ****YOU MAY STACK DOOR BARS ON THE DRIVER'S SIDE FOR SAFETY, BUT IT STILL NEEDS TO BE 4" OFF THE FLOOR.**
- Roll over bar cannot be more than 8" behind the top of the head rest. Must be vertical. Welded or bolted to sheet metal only. No kicker off halo other than to your gas tank protector through the

door windows. This is for safety only and not for structural reinforcement. Cage cannot be attached to any body mounts.

- Rollover bar can be bolted with (2) 3"x3" angle 3" long to the roof. Roof sign/mount cannot be welded to the halo if it is touching the roof or be used as a kicker.
- The case can be welded to the sheet metal only.
- (4) down legs are allowed (2) per side. All down legs can be welded from the side bar and down to the top side of the frame, single pass weld only.
- Case can be made from nothing bigger than 6" pipe, 6" square tubing, or 4"x8" box tube MAX.
- All Down legs must be at or behind the dash bar straight up and down and above the frame rails.
- You may have a door plate outside of the car on the driver's side ONLY.
- ALL CAGE BARS MUST BE A MINIMUM OF 4" OFF THE FLOOR OTHER THAN DOWN LEGS.
- Must have (2) 3"x1/4" max windshield bars.
- No Kickers off dash bar to firewall / cowl.

Frames/Suspension

- 4 – 6" x 6" ¼ patch plates on fresh cars for rust repair or your choice of placement. Plates/Welds cannot touch bumper strap. You cannot use as a kicker to a driveline component. Cannot attach cage or body.
- All steering / suspension components remain OEM style stock.
- Spring spacers are allowed but no metal is allowed above the top of spring, may kick or change coil springs. Must be factory passenger car springs only.
- May run after market tie rods.
- Factory spindle swaps are ok – ford to Chevy, etc.
- You may change A-arms from new style to old style a-arms. Must bolt on. You can weld you're a-arms down with (4) 2"x4" 1/8-inch straps. 2 per frame rail. Cannot be welded to or touching any plates.
- May have all thread shocks in rear.
- No welding, plating, or reinforcing of the frame or suspension. Except for where noted.
- All factory frame holes must be left open unless covered by patch plate.
- CORE SUPPORT AND CORE SUPPORT MOUNT MUST REMAIN IN FACTORY LOCATION. You may shorten the front frame up to the front body mount hole without modifying the hole to take the threaded rod. DO NOT remove the front body mounts!
- After market steering columns are ok.
- Rear frame rails may not be shortened.
- You must use 3/8 Chain or wire from your axle around the frame hump. ONE PLACE PER SIDE OF CAR.
- NO Frame shaping. May only dimple rear rails to aid in getting the rails to role/bend.
- Cars may cold tilt at the boxes or may cut where the crossmember goes and bend/tilt there. Must be where 3"x6" angle iron is. Cannot reweld or cut on boxes. If you want to pitch or weld on boxes use your band-aid to cover all welds, No other welds visible on boxes besides patch plate.

Bumpers

- Bumpers may be loaded. May use an aftermarket or homemade bumper, BUT REPLICATE STOCK APPEARANCE! POINTIES CAN BE A MAXIMUM OF 8" FROM THE FRONT SIDE OF THE BUMPER AND NEED TO HAVE A MINIMUM OF 32" WIDE TAPER. BUMPERS CAN NOT EXCEED 8" TALL.
- May mount your bumper in 1 of 3 ways:
 - Hard nose right to the frame with 4"x20" 1/4" FLAT plate attached from the back of the bumper. If using this plate, you cannot use 4"x8" bumper strap / shocks. ****This option cannot be used on 03 and newer or full frame imperials.**
 - May weld directly to the car's factory shock in the factory location. Cannot swap bumper shocks off another vehicle. Shocks can be collapsed and welded solid.
 - Hard nosed to the frame using (2) 4x8 inch bumper strap on one side of the frame only. 1 per frame rail, 2 straps total. Cannot use with bumper shock with this. Can only weld 8 inches back from bumper to the frame unless using the 20" plate. This covers shocks / bumper straps. May cap the end of the frame to mount your bumper.
- Rear Bumper – May hardnose to frame or use the factory shock with a 4"x8" bumper strap. 1 per frame rail. May pitch/kick rear bumper.
- ****NO WELDING OR BOLTING** Further than 8" FROM BACK OF BUMPER FRONT OR REAR other than where its noted.
- Bumpers can be no higher than 22" from the ground to the bottom of the bumper OR lower than 14" from the ground to the bottom of the bumper OR frame whichever is lowest.

Engine and Transmission

- Any Engine or transmission may be used in any care. Must be mounted within 4" of original location.
- Engine cradles and transmission protectors are allowed, but firewall must be cut out if using a mid-plate/distributor protector.
- Nothing Can be used as a kicker off the engine to the firewall.
- Factory / Aftermarket basic motor/transmission mounts are allowed. Must be rubber mounted. NO oversized mother mount plates.
- 03 and newer basic engine cradles only for a stock class show. Can only be mounted in 2 factory locations on aluminum cradle, and 4 factory locations on frame. Cradle must have 1/2" gap to side rails. Cradle cannot box around rails, Aluminum cradle, or rack.
- Cadillac / Imperial's may use equivalent cradle and mounting locations as above but can't be used to reinforce the frame in any way.
- OEM crossmember OR a straight 2"x2" square 1/4 wall tube. May weld a piece of 3"x3"x6" angle to frame to aid in attaching crossmember only to side rails. Angle can only be welded to inside of frame rail, nothing else.
- Can run Aftermarket bellhousings and tail shafts.

Rear End

- Any rear end allowed. If your rear end has a brace, it must be 5" away from the frame. NO EXCESSIVE BRACES ARE ALLOWED OFF THE REAREND!!
- Slider drive shaft is permitted.
- You may have (5) Leaf Spring clamp per leaf pack. Clamps can be no bigger than 2"x5" 3/8s thick with (2) 1/2" bolts per clamp. Leaf springs need to be off passenger car only. No homemade leafs. Leaf packs can have up to (7) 5/16" thick max leafs. Leafs cannot be more than 2-3/4" wide. Main leafs cannot be as long as the mail leaf. EVERY leaf must have a 2" stairstep on each side of each leaf (MEANING EACH LEAF IS 4" SHORTER THAN THE LEAF ABOVE IT.) No Welding or taping. Must have factory shackles. Rear-end leaf spring purchase can be no longer than 12" No more the 4 – 5/8" bolts or 2 – 5/8" U-Bolts per pack to hold the rear-end to the leaf springs.
- May run aftermarket trailing arms. Must have factory appearance. Must be bolted in, NO WELDING, No oversized or crazy trailing arms.
- May run watts link conversions. Single pass weld on lowers. Uppers must bolt to and cannot go through the sheet metal in the car. Must remove existing factory components if running Watts conversion.
- No leaf spring conversions.
- May run 1" all thread shocks through the package tray but cannot be attached to the body. Can use a 3"x3" free floating washer.

Tires

- Any Tire and wheel combo but must have a tire. Cannot run just a rim. NO split rims or studded tires.

Pre-Ran Cars

- May have (8) 6"x6" 1/8 or 6" x4" x 1/4" plates. Plates can not connect. Must have a 1/2" gap.
- Unlimited #9 Wire
- If you think your car is close to these rules, please call Travis Albright @ 815-592-6783.

**** (Please NO calls after 9pm.) ****