

# TRACKSHOT PROMOTIONS

## THE BASICS

1. Compact and Stock rules are one and the same with the exception of compacts being limited to 4 and 6 cylinder engines and 112" wheelbase
2. All drivers must be 18 years old with a valid driver's license. Drivers 16-17 years old must have signed parental consent and at least one parent/guardian present at the sign in.
3. You must have a cage and working seat belt in order to run. Halos are strongly recommended.
4. Unlimited #9 wire outboard of the radiator.
5. Both front doors can be skinned with up to 3/16" from seam to seam welded shut with up to a 4" strap. Not connected to frame.
6. All occupants of the car must wear approved helmet and clothing.
7. All cars must have glass, lights, trim, hazardous objects and spare tires removed. All stock gas tanks and batteries must be moved to the driver's compartment, secured, and covered with a rubber mat. No more than 2 automotive batteries may be used in a secure case. No milk crates allowed. Air bags must be removed. No more than 8-gallon tank.
8. No jeeps, trucks, hearses, convertibles, el-cominos, rancheros, imperials (including subframes) are allowed.
9. All vehicles must have a car number displayed on the front doors and the **ROOF** of the car. Bolted to sheet metal or rollover bar only.
10. **Officials have the final say and can disqualify a car at any time.** Anyone not complying with these rules will be escorted from the event and possibly banned from any future events. Last word on the track is the last word!
11. Trans coolers allowed in all classes.
12. **No painting or coating of frames is allowed.**

Nick Rimbey (217) 370-1797 or [nicholasrimbey@yahoo.com](mailto:nicholasrimbey@yahoo.com)

Justin Houseman (217) 710-9383

### **OFFICIALS HAVE FINAL SAY ON EVERYTHING!!!!**

**Cars checked in and lined up on the track by 4:00 p.m. will be placed in a drawing for \$100 per division (Compact and Stock).**

**Vehicles to be checked in by 4:30 p.m. to participate in the Derby.**

# SUPER STOCK RULES FOR BIG CARS AND COMPACT

1. Safety Cage: 6-point max cage recommended. Six vertical downtubes mounted directly to top of frame only allowed. Must be located at least 6" from firewall. Front downtube cannot be any farther forward than front inside door seam and extend no further than beginning of rear package tray. Vertical and horizontal tubing only allowed. No cage kickers. Gas tank protector no wider than fuel tank and no taller than fuel tank. 2x2 ¼" thick tubing vertically or with a 15-degree angle must not extend past top window seam. **No gas tank protectors used as kickers!!**
2. Drivetrain: Any drivetrain is permitted. This includes stock 3/5 speed manual transmissions. Front spark plug must be no further back than centerline of a-arm. Cradles must remain stock to the car you are running. Adding engine mounts to the cradle is allowed but cannot exceed outside of stock mount points or be reinforcing to the frame in anyway. Can be a 4x4 3/8" thick pad. This includes bolt in vic's. No wrapping of or reinforcing cradles. No D.P.'s mid-plates, trans braces etc. allowed. You are allowed to use a 2"x2" square tubing for transmission cross member. You may attach to the frame with a 2"x4" ¼" plate. Lower cradles allowed. Car protectors allowed but must be a carburetor protector only attached to engine.
3. Radiator: Stock location of radiator only. No reinforcing core supports. You may run expanded metal in front of the radiator, but it must be bolted in with no more than 8-3/8" bolts or welded in 8 spots one-inch-wide but not attached to bumper. Not to exceed dimensions of radiator 5/16" material maximum. No reserve tanks allowed.
4. Rear end: Any 5 lug rear end is allowed. You can brace rear end with 3"x3" tubing. Slider driveshafts and steering shafts are allowed. Rear suspension must be of stock configuration. You may chain rear end to frame and rear frame rails together. Stiffness of suspension is at the driver's discretion, but cannot be done with added material or conversion kits. You may alter length of trailing arms and reinforce them. Pinion brakes are allowed. Stock 8 lug rear end allowed. No postal mopars.
5. Front Suspension: You have the option of the following to hold your a-arms down. You may chain, bolt, or weld 2-6"x2" ¼" (3" on arms and 3" on frames) 2 straps per side of the car. Factory suspension must remain factory otherwise.
6. Tires: 16" or smaller tires are allowed. Split rims and paddle tires are not allowed. Valve stem protectors and up to full weld centers are allowed.
7. Bumpers: Any stock style bumper is allowed. Bumper may be loaded and seams re-welded. Homemade bumpers are allowed, but not to exceed 4"x4"x3/8" tube with no point on the bumper exceeding 4" over a 32" span. Mount them hard-nosed or any OEM bracket no longer than 11" bolted or welded, but not both. Also, 2-2"x1/4" straps outboard of the radiator from bumper to core support with 4" of weld on bumper and 4" of weld to core support. No bumpers slid over the frame.

8. Pre-ran: You may re-clip front end with a stock legal front clip. You may also re-sub front ends but with one stock legal subframe connected by a butt weld and a 2"x1/4" strap. You are allowed no more than 4-4"x5" 1/8" plates on a pre-ran car to reinforce damaged areas with a 1/2" gap between welds. Ford, Lincoln, Mercury is one group. Chevy, Pontiac, Olds, Buick, Cadillac are all GM. Dodge, Chrysler are all Mopar.
9. Body: Pre-bending is allowed. No tilting is allowed. No shortening, modifying, creasing or forming of the frame is allowed. Must have a bar on front window bolted or welded from firewall to the roof of the car. 4" on roof of car and 4" on the firewall on the outside of car. Optional on rear roof, but not to exceed front trunk seam. Cannot be tied into deck lid or reinforcing body in anyway. 4" max on roof. Maximum of 2-3" wide by 3/5" thick and no more than 5" attached to any surface. Fenders and quarter panels can have no more than 6-3/8" bolts in each with no bigger than 1/2" diameter washers. Creasing allowed, but no added metal. All factory holes in body/frame must be left open. You may add a 3/16" skin to drivers and passengers side front doors welded to door not frame
10. Frame: You can cut or notch rear frame, but cannot reweld or plate your cuts. Seam welding only with 1/2" wide maximum. Any modification other than to help how the car bends is prohibited. No securing decklids or wagon tops to the floors for added strength.
11. Rust Repair: You may repair rust on the frame with 1/8" thick metal. Remove bad section as much as possible.
12. Hood: Must have a 4" fire hold on each side of the carb. You may bolt hood skin with 10-3/8" bolts. If hood is removed, fan belt must be removed. Hood can have 6-1" all thread with only 2 attached to the frame and 4 through sheet metal only. Maximum of 6"x1/4" thick hood washers. You can flange your hood to your fenders with 6" 2x2 1/4" angle iron with 2-3/8 bolts, but forfeit 1 all thread per flange. You are allowed a 4"x4"x1/4" plate on the bottom of frame for all thread that goes through the frame, but not welded to the frame. **Bottom of frame only.**
13. Decklid: 4-1" all thread with 2 connected to the frame. You may use a maximum of 6"x1/4" thick hood washer per all thread. You may either weld seam 4" on 4" off or weld 6-4"x2" straps to seam with 4" in between.
14. Body mounts: You can remove body mounts, but they must be replaced with 3/4" or smaller all thread or bolts. Stock body mount location cannot be changed or added.
15. Aftermarket: Pedals and shifters are allowed. Mounting cannot reinforce frame. Mounting with no more than 6-3/8" bolts per bracket. Must stay 2 inches from body mount holes and bolted to sheet metal only.

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