

Mid-Size Class Rules

1. Wheelbase specifications for midsize are 114" and shorter measured at the center of the front axle to the center of the rear axle.
2. FRONT wheel drive only

General Rules

1. All glass, plastic and pot metal must be removed.
2. Nothing may remain in the bottoms of the trunk or doors.
3. All outer hardware must be removed – door handles, mirrors, chrome, moldings, screws, fiberglass, etc.
4. No added weight to any car.
5. Rear seats in all cars and all decking in station wagons must be removed.
6. Front seat must be securely bolted to the floor; however, these bolts may NOT go through the frame.
7. You must have a functioning seat belt.
8. All flammable materials must be removed from the inside of the vehicle other than safety padding and the driver's seat.
9. Brakes must be functional.
10. Vehicles may have a roof sign, minimum 15"x15," maximum 24"x24" contrasting colors, but may not be positioned in such a way to strengthen the car.

Cages and Door bars

1. No cage components may attach to or conceal a body mount.
2. You may use channel iron or tubing up to 6" diameter for your cage components (Door bars, seat bars, and dash bar). Try not to use angle iron if possible. 4 point perimeter cage HIGHLY RECOMMENDED
3. Door bars may not go through or be attached to the fire wall and must end 6" in front of the rear wheel house.
4. Seat bar may be no further than 6" behind the driver's seat.
5. No kickers, angled or otherwise.
6. You may have 1 down bar to sheet metal only located in the middle of both front doors.
7. All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's door. This door bar may be inside the door to allow more room for driver's safety.
8. Dash bars may not be connected to the firewall in any way
9. Gas tank protectors are allowed on sedans, not wagons. They may not be more than 24 inches wide. 1 inch from sheet metal (no pounding) . Attached to the seat bar only. 3" tubing maximum.
10. Floor sheet metal maybe patched where components will be mounted or for driver's protection, sheet metal only. No other patching is allowed unless it's a safety issue, call first. You must leave the rusty floors in place, do not cut them out.

Doors

- 1 Doors may be chained, wired or welded shut. 2 chains or wire loops per seam or welded 5" on 5" off with 2" wide by 1/4" straps. Straps may not go to frame. Chains and wire may go around frame.
- 2 Driver's door may be welded solid.
- 3 Driver's door plate recommended maximum 24" wide welded across driver's not to exceed 3" past front and rear seams.

4. Tailgates on wagons and hatchbacks maybe welded 5" on 5" off with 2" wide by 1/4" thick steel. These plates may not be welded to the bumper or frame

Hoods

1. Hoods may be fastened shut in 6 locations to sheet metal only with (3 strands) #9 wire or chain (3/8) in a max. or a 2x2x1/4" angle iron 3 inches long with 1/2 " bolt welded to it and a 3"x3" free floating washer. Not connect together, must be separate. 2 locations may go to the bumper
2. May have 2 -3/4" inch rods from front-side of lower a-arm forward for extra cradle support this rod must remain completely vertical welded to K frame and unibody rail no adding plates rod only.
3. No bolting skins of hood cut outs.
4. Must have at least 1 8" hole in hood for fire access

Bumpers

1. Any automotive car bumper may be used except Chrysler pointy bumpers.
2. You may use a 4"x4" square tube
 - May add a point to bumper must be 34 inches wide and no more than a 4 inch point measured from front of tube
 - No Stuffing metal inside of tube if ends are capped or chrome skin is added must have hole cut in the end for inspection
2. No stuffing of bumper may pound chrome skin down and weld
3. Must be cut down to fit width of car, seams may be welded.
4. No welding further back than 2" from front of frame.
5. Crush zone on front frame-rail may be removed, bumper shocks can be welded or removed, bumpers can be welded directly to frame.
6. Bumper mounting options.
 - A. Hardnose the bumper you may use up to 1.5"x1.5"x 1/4" angle iron on 4 sides of the frame. to weld one inch width of angle to frame and one inch width to bumper on 4 sides of frame.
 - B. Hardnose the bumper you may use up to a 5"x5"x 1/4" flat plate welded to the end of the frame to cap off the frame. Using welder only with no added material 1/2" wide max bead to attach plate to frame.
 - C. Stock shock option must be factory OEM shock for that year and make of the car. The bumper must be bolted to factory shock and welded around the bolt flange. The shock is to be bolted to the factory tabs on the frame and tabs welded with no added material with single pass of welder ONLY 1/2" wide bead max. You can drill, collapse and fully re weld the shock.

Trunk

1. Tucking you trunk lid is allowed.
2. You may have 6 individual locations of 3 strand #9 wire, 3/8" chain may only go to trunk and quarter panel sheet metal or weld 5" on 5" off with 2 by 1/4".
3. May crease trunk lid and speaker deck 4 inches max in middle from stock location.
4. Fenders must stay upright

Halo or Rollover bars

1. You may add a halo bar to cage components listed above. 6" diameter maximum.

2. Halo bars must be in a direct vertical line and no farther than 6" behind the rear of the seat.
3. Halo bar must be in the interior of the car. The top of the halo bar may go over the top of the roof bolted to the roof sheet metal in 2 spots ½" bolts max thru cross halo bar or 2"x2"1/4" angle iron tab.
4. Your halo must attach to your back seat bar or to your door bars, may extend to floor of the car attached to sheet metal only not the frame.

Windows

1. You must have 2 window bars, 2" maximum diameter with 4"x4" plate with in 6 inches of window track, or chain, wire running from roof to cowl in windshield area for driver's protection. May not attach to the cage in any way.
2. You may also run a rear window bar 2" maximum diameter with 4"x4" plate with in 6 inches of window track.
3. May have drivers window net only

Tires and Brakes

1. Any ply tire allowed, stuffed ok, Stem protectors allowed, wheel weights must be removed.
2. May add an outer flap (extra sidewall) to outer side of tire for protection may screw or glue beads to rims.
3. Must use factory rim on front axle, no wheel centers, bead-locks, rim or tire protectors.
4. Solid forklift solid tires on rear ok .
5. No studded or 100% steel wheels.

Engines and Transmissions

1. Engines may be wired, chained, in two locations, and can go around frame one loop only, 4 or 6 cyl. engine, must be stock for vehicle.
2. May run carb swap intake. May use a carb protector attached to the Motor ONLY (not to motor mounts) and not strengthen the vehicle in any way or it will be removed.
3. NO engine cradles manufactured or homemade.
4. May swap front K member mount with 5/8" inch bolt thru frame.(Do not use as a hood tie down)
5. May weld front strut shaft to strut to gain height with no added metal. NO REINFORCING STRUT!
6. Transmission coolers are not allowed unless came from the factory
7. May alter transmission linkage, modified ignition switches, and headers are allowed.
8. Stock axles, with no bracing or modifying of brackets.
9. Stock Fuel tanks must be removed
10. Fuel cell or boat tank located in the back seat of car and completely covered with a nonflammable material.(can not run factory gas tank)
11. If running electric fuel pump, power source must be well labeled (fuel pump) in large bold lettering.
12. 2 battery allowed and must be moved to passenger front seat in battery box, securely fastened, no bungee straps, and covered with a nonflammable item.
13. May Switch center link of top motor mounts to 2" tubing must use factory core support and motor mount mounting brackets.
14. NO welding of seams, plating, altering, pinning, reinforcing, must remain completely stock.

Call Ryan Fischer at 641-512-9082 with questions
If the rules don't say you can do it don't assume you can call first.

