

# Track Shot Promotions



Promoter: Nick Rimbey

Calhoun, Jersey, Macoupin, Morgan, Sangamon, Schuyler County Fair Derby Rules

## Bone Stock Compacts

Please direct any questions to:

Nick Rimbey (217) 370-1797

Tony Wadlow (618) 946-9069

Chris Schulze (618) 535-0174

Page 1 of 2

## General Driver Rules & Expectations:

### **\*ALL RULES MUST BE FOLLOWED OR YOU WILL NOT RUN**

1. Drivers **MUST** wear a seat belt, helmet, long pants, long sleeve shirt/fire jacket, and closed toe boots or shoes. **NO EXCEPTIONS!!**
2. **ALL** drivers must attend the drivers meeting.
3. During the event you are given 1 minute to make an aggressive hit or will be disqualified. An aggressive hit is solely at the discretion of the officials.
4. You **MUST** run a roof sign or large number on the door.
5. Entry fees will be paid up front. If you can't pass tech you **FORFEIT** your entry fee, Period.
6. For safety, **DO NOT HIT THE DRIVERS DOOR!!**
7. Rollovers- you may keep going as long as the car is deemed safe.
8. Watch the officials. If they are trying to get your attention, there is a reason.
9. No holding or pinning, you must back up and show daylight. You may not pin to win!
10. This is not a set of rules but a set of guidelines on how to build your car. If it doesn't say you specifically can do something then you **CAN'T!**

## Car Building Rules:

1. Do not paint anywhere on suspension or frame; we will not even inspect your car.
2. May be any compact car (Wheelbase up to 112") with a 4 or 6 cylinder engine only. No carb conversions of any kind. No trans braces or engine protection of any kind! (*RWD cars may use a simple lower cradle for engine mounting of the engine only.*)
3. Remove all glass, mirrors, plastic, outside body chrome & turn signals. Vehicles must be swept clean of all debris. Also, must remove ALL carpet, headliner, rear seats, and any other flammable materials. Dash may remain to avoid cutting electronic wiring.
4. **ZERO** crease enhancement, **ZERO** sheet metal shaping, forming, or folding.
5. Hoods must be 100% in stock location and open for inspection. Must have a minimum 12" opening on the hood in case of a fire.
6. Hoods may be fastened in 4 places
  - 2 places with the core support all thread
  - 2 places with 2 strands of #9 wire. 3/4" all thread max!
7. Trunks may be fastened in 4 places with 2 strands of #9 wire only, no all thread.
8. You may weld doors 6 inches total on each vertical seam only 2"x1/8" Strap. The Driver's door may be welded 12 inches total on vertical seams with only 2" x 1/8" strap.
9. Body mounts and spacers to remain stock and in place. If they are broken or rusted out, a single piece #9 wire may be substituted. No body bolt changing allowed. **DO NOT EVEN TOUCH THEM!!!**
  - Exception: You may replace two front body mounts with two 3/4" threaded rods with 6" max washers on the hood.
10. #9 wire or chain required in front windshield.

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**Page 2 of 2**

## **Car Building Rules Continued:**

11. Battery must be relocated to the interior of the vehicle and properly secured and covered
12. Must disable airbags.
13. Gas tanks MUST be moved to a safe location inside the car. All fuel lines running inside the car must be covered. Original gas tanks are not allowed, must be an aftermarket metal or aluminum fuel cell.
14. 4-point square cage only 60" max in length with one 2x3 down tube to sheet metal only per side. Max 60-inch side bars 6-inch max. A Halo bar is mandatory and must be attached to the back-seat bar and floor sheet metal. 24" wide gas tank protector max...must be 8" off the lower sheet metal and 4" away from the nearest rear sheet metal.
15. Mandatory: Driver's door must be protected. Bar inside door from seam to seam or cage protection from inside.
16. May use factory pedals or a floor mounted set up that does not strengthen the car.
  - You are allowed an aftermarket shifter; it may not be mounted in any way that strengthens the car.
  - You are allowed an aftermarket sliding steering column.
  - Everything else must be factory for the year, make and model of the car you are running.
17. You may weld any factory OEM car bumper and you may weld the stock bumper bracket for the car or the bumper to the frame 4 inches from the back of the bumper, single pass only. Weld zone stops 4" behind the bumper.
  - All bumpers must remain stock. Absolutely NO loading of or welding on bumpers. Shocks may be collapsed and welded.
  - Shock's may be collapsed and welded. All shocks and brackets in stock location only and extended one inch in front of the frame. Again, all bumper brackets and shocks must be in stock location.
  - You may shorten to one inch in front of the core support space and hard nose.
  - You may chain, one piece of chain per side BOLTED from the mount to mount to hold on the bumper.
  - Instead of a loaded factory bumper you may use a piece of 4"x4"x1/4" flat tubing in its place with original bumper shocks for the car you are running. NO POINT.
18. All strut and suspension components must remain stock. Spring spacers are o.k. 4 leaf clamps per side. You may bolt or weld your a-arms down for height. No bigger than 2" wide x 6" long 1/4" thick strap.
19. Any rear end of choice 5 lug or less. Slider shafts are allowed.
20. Any wheel and tire combo is allowed.

-Fresh cars are allowed 2 plates welded to the outside of the frame only. 6x6 not to exceed 1/4".

-Pre-ran cars are allowed 4 plates welded to the outside of the frame only. 6x6 not to exceed 1/4"

**THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR. IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CAN'T.**

**JUDGES DECISION IS FINAL!!!**