

Good Ol Boys Full Size Car Rules

ALL full framed front or rear wheel drive cars welcome including old iron. NO Pre- 1970 Imperials, convertibles, hearses, or limos.

These are the rules! If you are trying to read between them, DON'T! There are absolutely no gray areas to be found. These rules are not perfect, and will not satisfy everyone. They will be adjusted with time as seen fit to provide a class that can be enjoyed by all.

- Remove all, chrome, plastic, interior parts, headliner, non used seats, carpet, any other flammable material, all glass, AC system freon, coolant, and any other unnecessary items.
- Windshield can be left in if desired. Dash can also be left intact if desired as long as any items that can loosen up after contact is removed such as radios, glove boxes, etc...
- Remove all airbags! Don't just disconnect or pull fuse. They must be removed!
- Drivers seat must be secure and have a working seatbelt or harness.
- Factory fuel tank must be removed.
- 6 gallon fuel tank max that must be securely mounted in rear passenger area. Tank **MUST** be secure and covered with a rubber cover. Use proper fuel lines and route carefully to insure line will not be damaged in any way. If your tank moves after contact, it was not secure.
- Electric fuel pump may be used as long as the switch is clearly marked ON/OFF.
- 2 batteries max! Batteries must be mounted in passenger foot/seat area, well secured, and covered with a rubber cover.
- Trailer hitches must be removed
- Hood must have a minimum of 12"x12" hole to easily extinguish a fire.
- Safety is obviously our number one priority! We want everyone to go home safe and anything done in the name of safety that does not significantly strengthen car will be reviewed!
- Drivers door must be painted white!
- NO flashing warning style lights, as it can interfere with us trying to stop the show.
- **DRIVERS-** Must wear long sleeve shirt or jacket, pants, shoes. No exceptions. Must wear approved full face helmet and have eye protection.

Drivetrain

1. Motor swaps **ARE** allowed.
2. Lower Cradles **ARE** allowed- (cradle to be used as motor mount **ONLY!** No kickers, no uprights, no pulley protectors and on 03 and newer can only utilize factory cradle to mount, nothing frame rail to frame rail. Motor must remain within 5" of stock location. Motor can be chained to frame.
3. Use of aftermarket Header, shifters, pedals, **ARE** allowed.
4. Slider driveshafts and pinion brakes **ARE** allowed.
5. **NO** protection of any kind. This includes motor, transmission, or rearend. NO halos, NO Pulley protector. NO PROTECTION of any driveline components.
6. Transmission coolers are allowed as long as done safely and securely! Take care to ensure lines will not leak or be cut. Transmission can be chained to crossmember. Crossmember can be built of 2" tube or angle with each side welded or bolted near factory location.

7. Stock appearing 5 bolt rear end only. **NO** bracing or aftermarket axles. Weld your rearend spider gears! Rear ends can be swapped but must remain 5 bolt car rear end. No full floating rear ends.
8. Firewall may be cut or pushed in for distributor.
9. Radiators must remain in stock location. Radiator can have air condition condenser or screen mounted in front of it.

Suspension/steering

1. Suspension **MUST** remain 100% stock other than what is listed!!!
2. Control arms/trailing arms can be fabricated of 2" x 1/8" tube.
3. Coil Spring spacers can be used as long as car remains close to stock height and suspension still moves. Car must bounce!
4. Coil Springs can be wired or clamped in place.
5. Leaf spring from factory only. No modifying leafs in any way but leafs can be #9 wired or clamped to ensure leaf pack remains together. One wrap or clamp in front of axle, and one behind on each leaf.
6. Aftermarket steering columns **ARE** allowed but nothing else can be modified in steering system.

Body

1. Doors can be welded with 18" of weld per door. Doors can also be wired or chained. EXAMPLE- three 6" pieces of 1x 1/8 or 3/8 round bar per door on vertical seams.
2. Trunk can be welded with 24" of weld. Trunk can also be wired or chained. Trunk must have a 10" access hole cut in it for inspection.
3. Body mounts must remain stock. If body mount is gone or severely rusted, repairing area is fine with 3/16" or less material and **NO** added strength. There should be no reason to remove body from frame!
4. 2 Extra body mounts can be added, wherever you see fit. 2 **ONLY!** Must be easily seen. 4x4" by 1/4" plate may be used for washer.
5. Body Creasing is allowed as long as not crushed past 8" from factory bodyline.
6. Hood must open for inspection. After inspection you can wire, chain, or bolt hood. 2 pieces of 3/4"(MAX) threaded rod may go to frame for hood closure in place of front body mount location. Spacer may be added between frame and core support.
7. Trunk can be tucked 90 degrees to trunk floor, or can crease trunk 8" down from factory bodylines. Speaker deck must remain untouched. **NO** wedging trunk!
8. Wagons may run with or without rear decklid and you can crease roof a maximum of 6" to get rear to bend up. **ABSOLUTELY** no sedagons!

Frame/Bumper

1. Frame must remain 100% stock with the only exception being for rust repair or pre ran repair.
2. PRE-RAN cars are allowed two 4"x 8" x 1/4" fix plates on frame. **NO PAINT ON FRAME!**
3. No tilting of frame, no welding seams of frame. No cold bending frame. No tipping frame.
4. Rust repair must be made with 3/16" or under material, and be reasonable. There has to be holes to repair. Get to good metal and **STOP** there. It must be visible that there was rust there. **DO NOT** try to add strength while repairing. Excessive rust repair will not pass inspection.

5. Bumpers **MUST** be welded or chained to frame. Bumpers can be swapped but NO fabricated bumpers allowed other than a piece of 2"x 6"x ¼ wall tubing (MAX) or 4" schedule 80 pipe (MAX) for bumper. Ends must be open. If using pipe secure it properly!! Bumpers must have straight cut ends. Take extra care to ensure bumper will NOT fall off.
6. Bumper shocks can be welded, or collapsed.
7. Frame can be notched in any way you see fit. 2 notches per frame rail.

Tires

1. Any RUBBER air filled tire allowed. 31" max height. Skid steer, fork lift, double tires all welcome. Any rim allowed except SPLIT RIMS! No PLY restriction.
2. Sidewall flaps are allowed. Stem protectors encouraged.
3. No bead locks. No Studded tires. Wheel weights must be removed.

Safety

1. Seat bar is REQUIRED! Dash bar and rollover bar strongly recommended. Seat bar and dash bar may be connected. 4 down legs allowed but down legs can go into interior floor ONLY, not to frame. 5x5 material max. "Cage" cannot add any structural strength to car.
2. A plate may be welded 2 inches past front and rear seam on drivers door. Max ¼" material
3. If windshield is removed, a minimum of 2 verticals bars or chain must be placed from roof down to wiper cowl.

Contact me with any questions- Scott @ 715-902-0036. If your fresh car shows up over built you better be prepared to start cutting if you want to run. These next few years are going to be a transition into this rule set. These will be the rules for our stock full size car class as long as I run event. There may be a change made here and there but often those changes are going to be voted on at our Demo Meetings.

- Be safe and be aware of the safety of your competitors, all officials, pit crews, and volunteers. We want everyone to end this event injury free.
- Have fun and put on a great show! Nobody likes a sandbagger!
- Questions and concerns can be submitted for consideration. Lets turn this back into the must attend event of the summer!