

Compact

2018 RACING RULES AND REGULATIONS

Twisted Metal Promotions, LLC

<https://twistedmetalpromotions.weebly.com/>

General Rules

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

If car does not pass inspection or driver is unwilling to change car to pass inspection - absolutely no refunds!!

COMPACT CLASS: 4 & 6 Cylinders only.

1. Any-Front wheel drive compact car 108" or less wheelbase but rear wheel drive compact cars must have a 105" or less wheelbase.
2. Any make sedan or station wagon can be run. No MINI- VANS!!
3. Drivers must be 18 years of age and have a valid driver's license. Ages 16 –17 must have signed waiver/release signed by parent or guardian at time of event and some form of driver's license. The person that signs in as the driver/passenger- must be the driver/passenger for that event!
4. Driver must wear seat belt and helmet, along with eye protection.
5. ALL drivers and crewmembers must attend the drivers meeting.
6. DO NOT hit the driver's or passenger door! Sometimes this happens, but if it looks intentional or carelessness, you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified. No hot rodding in the pits, keep it at an idle.
7. Any open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
8. NO sandbagging or holding!!! You will be disqualified! You are given 20 seconds for aggressive hits, 1 minute for restarts and 1 minute if you are hung up.
9. No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
10. Cars are subject to re-inspection before any prize money is handed out. There is a \$150 pro-test fee and you must be a driver in order to protest. Only drivers in the feature event may pro-test another car. Driver must have cash in hand directly after feature event in order to pro-test.
11. Any controversies will be taken up at the drivers meeting.
12. If it says you can't do it, don't do it. Judges decisions are FINAL!!!

Car Preparation

1. All cars must be stock, unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
3. All decking in station wagons MUST be removed!!!

4. Tires no bigger than 16 inch, No split rims, No studed tires. Foam filled or doubled tires OK. Valve stem protectors OK. Tires may be screwed to rims.
5. Driver must have a fire coat or non-flammable jacket to wear while driving in event.
6. Driver must have safety approved glasses or face shield. Driver needs to have FULL faced helmets 200 Snell Spec or later.
7. You must use a radiator and it must be in stock location. All cars must have working brakes.
8. A-arms, ball joints remain stock.
9. All trailer hitches and braces must be removed.
10. Original fuel tanks in front of axle may remain but **must relocate fill tube through floor into backseat area. Secure fill tube to sheet metal.**
11. Fuel tank behind rear axles must be removed. You must use a boat tank or well-made fuel cell and it must be properly secured and covered. No gas cans. Plastic gas tanks must be placed in a metal box!! Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat area.
12. Transmission coolers will be allowed, but must be safe and properly secured.
13. Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered.
14. You must have a number in Bright colors on each front door and must have 15"x 15" roof sign with car number on it for judging and recognition of car.

Car building:

1. NO welding will be allowed on any part of the body or frame. The only welding allowed is in the below rules. If your car is found with any weld, other then what's allowed, you will not run!!
2. Doors may be chained, wired, bolted or welded shut and must be sheet metal to sheet metal. Cannot go around the frame. May weld doors solid with no bigger than 3" wide strap by 1/8" thick.
3. For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X, you may also have a bar across your dash, you may connect the dash bar to bars behind seat across the inside of front door only, you may also weld your steering column in, you can also weld a plate across the driver's door not to exceed 6 inches past each seam. You may have a roll loop behind the seat, which must be welded to the top of the frame or floor and welded or bolted to the roof – no kickers going to the back or front of the car. Back of cage including roll bar, can only be in front of body mount behind back seat. Mopars can only be in front of spring mount. Side bars can only be 60" long this does include dash bar and halo bar and be 6" from floor. Dash Bar must be 6 inches away from firewall and frame connection to firewall.
4. You will be allowed 2 down bars on the inside on driver side and passenger side going down from the inside cross bar. Down bars can't be any wider than 4 inches. Down bars must be behind inside of front door interior seam or will be cut out. Welded to top of frame only, no added metal!
5. You must have 2 bars or wires from roof to dash in windshield for safety. Window bars can only be 3 inches wide with 5 inches on roof and 5 inches on dash. But must able to escape from car.

YOU MUST HAVE A WELL SECURED CAGE, IN ORDER TO RUN.

BUMPERS:

1. Bumpers are interchangeable. Any car bumper and bumper brackets may be used on any car. No homemade bumpers or brackets. You may trim bumper ends or fold them around. Bumpers and brackets may be welded solid. Brackets cannot join k-member and uni-body together in anyway. Bracket are interchangeable from car to car. If you don't use the factory brackets to the car, you'll be limited to a 12 inch bracket from end of frame. Homemade bracket cannot exceed 3/8" thick by 3" wide by 12" long and must have a 1/2" inspection hole. Brackets must stay factory length or can be shortened but you CAN'T stretch out brackets to make longer. Only 1 bracket allowed per-side. Bumpers may be stuffed inside of Original bumper only. Bracket can be welded solid but can only

be welded to 1 side of the frame, don't wrap bracket unless it came out factory that way. NO Brackets may be stuffed inside of the frame rail. You may have 4 spots wire or 3/8 chain from front bumper to radiator support- 4 spots from rear bumper to trunk lid. Front brackets on front only!!!

HOOD/TRUNKS:

1. Hood must have at least a 12-inch square hole cut out in cast of fire. You are allowed 12 extra- 3/8" bolts to bolt your hood skins (NOT TRUNK SKIN) back together. You will be allowed 8 spots to hold the hood down (bolts, chain or wire); you MUST have at least 4 spots holding hood down- hood hinges don't count! You may have up to 1" all thread -2 may be used from the hood down to the frame. The top 5" of all thread may be welded to radiator support. Bolt can be welded to side of uni-body frame. Hood bolts must be sheet metal to sheet metal. Hood must be open for inspection. Plates for hood bolts cannot exceed 5x5x1/2 inch must be free floating. Hood bolts can be up to 1 inch in diameter and 5 inches long.
2. You can fold trunk deck lids over but 60% of the trunk lid must be in factory location. No tucking of wagon roof!
3. 2 - 1" All-thread may go from the trunk lid to frame, or you may use wire in 2 spots with 4 loops from trunk lid and may go around the frame with the wire. CAN'T DO BOTH. If you use all thread you are only to use 4 nuts and 4 washers per piece of all thread.
4. Trunk lids and tailgates may be chained/ wired/ bolted from sheet metal to sheet metal, in 12 spots in drip rail area. The bolts may not be any bigger than 3/8" in size and 4" long. If chain/wire/bolts are not used, you can weld 5 inches skip 5 inches using no bigger than 3 inch wide materials. **CAN'T DO BOTH.** No welding of tucked area or no welding of sheet metal folded over trunk lid.

BODY MOUNTS:

Rear Wheel Drive

- a. Body mounts on rear wheel drive must remain stock, but if bolt is rusted out or broken, you can replace the bolt with same size of factory bolt. Bolt must be up inside of frame as factory with nothing up inside frame except factory rubber and washer. No added body mounts allowed! Do Not remove any part of the factory body mount!
- b. If you use all thread in hood or trunk, the body mount rubber may be replaced with a steel body mount same thickness as factory rubber mount- 1 1/4 inch.

Front Wheel Drive

- a. On front wheel drive do not weld on k-member frame or uni-body frame seams.
- b. K-member can be bolted solid in factory location to uni-body frame. NO added bolts or welding.
- c. No engine cradle or pulley protectors allowed.

FRAME:

1. No frame shaping except to beating in the sides only of rear arches over tires. Nothing else.
2. Frames may not be shortened past the factory radiator front body mount.

RUST REPAIR & FRAME REPAIR:

1. You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it.

2. Bent or rusted frames may be repaired with no bigger than 3/16-inch metal. Plates can only be 4 inches x 6 inches and only welded to 1 side of the frame and must have 1 inch gap between plates. The plate may be welded solid, but all repair plates must remain flat and have a 1/2 inch hole. You can only repair the frame once in each place. No re-plating or layering of plates. You are only allowed a total of 6 plates on car (4) 4x6x3/16 plate in the front and (2) 4x6x3/16 in rear. Center door post divides the car in half. Frames must be bent in order to use a plate (stress, hammering or intentional bending is not a bend). If a plate is put where a car is not bent or rusted you will sacrifice that plate plus additional plate do not abuse this rule. **IT'S the driver's responsibility to show the inspectors the bend or rust in the frame**

SUSPENSION:

1. Suspension must be at stock height. Leaf springs must be stock, stock brackets and in stock location for make and model of car no more than 3 clamps total per-side per-car. NO adding springs. Stock springs only! Rear end control arm must be stock and can't be re-enforced. You may shorten or lengthen control arms by over lapping 2 inches with another stock control arm. You can put spacers in sagging coil springs to get your height. You can loop chain or wire from rear end to frame in 2 spots on each side. No bigger than #9 wire or 3/8" chain or cable may be used.
2. Upper A-Arms may be bolted down solid once per A-Arm with maximum of 1/2" x 2" bolt. 1/2" washers only or you can use 1 loop of 3/8" chain around frame and over A-arm. May weld bolt but no other welding.
3. Must be a car style rear end, no floaters of any kind.
4. Must use factory rear ends with factory parts- pinion-brakes are allowed no bracing-etc. You can use a spool inside the rear-end to make posi-track. You can swap out rear ends from a different car, but must be a factory rear end only. You may change rear ends from one car to another. Gm to ford, Ford to Gm, Mopar to Gm, etc. Stock rear ends only No homemade!
5. Rear-end housings may not be re-enforced!

ENGINE MOUNTING:

1. Engine mounts may be welded to engine cradle. Engine must be mounted in stock location.
2. Engine mounts must be stock rubber mounts
3. Use motor and tranny of choice, motor must be in stock location. You may chain or weld motor and tranny to keep in place (don't strengthen the frame).
4. You may have 2-3/8" chains from the motor head to frame and must go around frame or weld 2 links to engine cross member next to A-arm on front side of motor.
5. You are allowed bell housing of choice. If you run stock case on automatic tranny or stock bell housing on a standard tranny you are allowed a brace to bolt from back of block along top of tranny not to come into contact with any sheet metal or re-enforce car in any way.

STEERING:

1. Tie-rods ends must be stock, but the center can be re-enforced, A-arms, ball joints and all other steering/suspension must remain stock. You may alter your steering column to prevent loss of steering. Steering knuckles, homemade steering shafts, ect. can be used.
2. Struts may be re-enforced with a sleeve but must remain stock on both ends.

FENDERS:

1. You may cut wheel wells for tire clearance. Fenders may also be bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender.

MISC:

1. You can run shifter through floor and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump – must be hooked up to your ignition switch – so when your car shuts off – it shuts off.
2. You are allowed 1 spot per window opening with 4 loops of #9 wire from roof and may go to the frame. Must stay in window opening. No welding washers around holes on car body.
3. You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8 chain/cable in 1 spot only. This must go around the frame, this cannot be bolted to the frame.
4. NO Distributor cap protectors and NO pulley protectors! You are allowed slider shafts.
5. Gas tank protector are allowed, no wider than 24 inches, must be at least 2” away from rear sheet metal. It must run straight back from rear seat bar in center of car and must be 4” off the floor. Tank Protector can only be attached to back seat bar with nothing attaching up or down to body, frame or cage. You may gusset to back seat bar only. You are allowed a loop up off your gas tanks protector, but must be straight up and not angled. Nothing higher up then 4 inches above gas tank.
6. Aftermarket gas pedal and brake pedals are allowed as long as not used to re-enforce car!!!! Must be mounted to cage or body. Not to frame or used as a gusset to re-enforce the car in any way.
7. Gas Tanks MUST be securely fastened or you will not run. NO EXCEPTIONS