Indy 2015

2015 Full Size Rules: MODIFIED CLASS

2- 4X6 by 1/4" plates on fresh cars!!!!!!!!!!!!!!!

PREPARATION OF CAR:

Cars are to be constructed according to rules. Judges decision is FINAL.

No trucks, vans, ambulances, jeeps, carry-alls, limousines, 4-wheel drives, checker cabs or Chrysler imperials or imperials clips can compete. No Chrysler bodies on imperial frames.

FRAMES: (There is to be NO painting of frames). NO HYBRID FRAMES. IF CLIPPING MUST BE SAME ERA AS CAR. (74 IMPALA TO 74 IMPALA, CADDY TO CADDY, 98-02 FORD TO 98-02 FORD ETC..)

If you are painting a frame you are cheating and you won't run. ALL factory frame holes must remain OPEN. Top frame seams may be welded from front to rear topside only (1/2 weld ONLY). 3x3 Washers may be welded over each body mount hole. TOP SIDE ONLY.

On previous ran cars only the frame can be patched. A patch OR BANDAID steel maximum size of 4"x 6" (MUST BE NO BIGGER THAN 4'X6" and can be welded on solid. A previous ran car can have only 4 patches. These 4 plates must be flat plate only, this means no angle iron or bending a flat plate to make an angle. These plates HAVE TO HAVE 1/4 GAP BETWEEN each other. The rear humps may be plated. The plate may be 1/4 in. steel, maximum 22 inches in length, must be cut to contour of frame, placed in center of hump and this plate must be on the outside only. The rear arch plate must have no more curves than a crescent shape. (Call if you do not understand) If it does not meet the crescent shape it will be cut before the car will run. Inspection holes must be open and visible. We have the right to cut or drill frame at any time. You can cut flaps on front to pitch the frame, but pitch can be no more than 1/2 in. and no other metal or gussets can be added. Nothing is to be welded on the side of the spring bucket behind the ball joint. You may have a 5 inch long piece of angle welded to frame to set the cross member on if you like. (CROSSMEMBERS MUST BE 2"X2" 1/4 OR UNDER). MUST BE A 2" GAP FROM CROSSMEMBER TO ANY STEEL ON TRANNY (can't weld to cross member) IF YOU HAVE A STEEL TAILSHAFT MUST HAVE A GAP BETWEEN THEM BY RUBBER.

ALL FRAMES MUST HAVE (4) -3/4 HOLE IN THE FRONT FRAME, ONE BETWEEN BUMPER AND A-ARM CENTER OF FRAME BOTH WAYS ON EACH SIDE ONE BETWEEN A-ARMS AND CRUSH BOX CENTER OF FRAME BOTH WAYS YOU MAY WELD A 3/4 HARDWARE WASHER AROUND IT (ALL CARS)

YOU MAY WELD PIPE OR SQUARE TUBE NO BIGGER THAN 1 1/2" TO TOP OF FRAME OR SIDE BUT ONLY HALF WAY DOWN FRAME FOR CORESUPPORT. NO GOING INSIDE FRAME. MUST USE FACTORY CORE SUPPORT MOUNT. CAN SHORTEN FRAME UP TO FACTORY CORE SUPPORT MOUNT NO FURTHER.

A non-gusseted car can add a factory gusset or a piece of 1.5" by 1.5" angle to factory location with that Type of car. Call if you don't understand, so you don't have to cut.

The only welds on the entire frame are 1. Top side only 2. Flaps on the front frame for the pitch 3. Rear arches. 4. Bumpers to frame. 5. The piece of angle for the cross member. 6. 3x3 washers on top of body mount holes 7. The 4 spots of the cage welded to frame. You
may run a chain between the 2 humps or the 2 rear rails, when doing this chain must be wrapped and bolted into itself not into the frame. Any other welds on frame will cause car to be disqualified!

******03 AND UP FORDS*******
Can change cradle with a factory ford parts with one pass of weld.NO EXTRA METAL USED.NO FILLING IN CRUSH POINTS OR INSPECTION HOLES IN FRAME. You have to weld a 3/4washer on frame that 3/4 bolt will fit in, then drill or cut center of washer or frame out for inspection. One in front of a-arm and one behind a-arms on both sides. Band aids may not cover these up. Make sure we can see inside frame.

CAGES: A cage of no bigger than 4 in. pipe or 4 in. box tubing can be used. Inside cage if constructed properly can replace mandatory front door plate. The 4 legs running straight down from cage can run to topside of frame only. These legs must be vertical and cannot have plates or gussets welded off of them going to the frame. The front 2 legs may only be welded to the side rails of the frame. It MAYNOT be welded to the front clip in any way. Front bar of cage running under dash must be 5 in. behind front firewall and 6" from highest point of tranny tunnel, cannot have kicker going to the firewall. There is to be nothing welded from the dash bar going to the firewall or butted to the firewall. The cage may have an overhead bar. The bar must be straight up and down, no pitch towards rear of car. We will measure 6 in. from doorpost and rear cage bar inside car cannot be further back than this point. 2 door cars, 6in from door post. Sidebars no longer than 4in. past dash or rear bar (ONE BAR PER SIDE). If you run a roof sign the angles or braces may be welded to the rollover bar (YOUR BACK WINDOW BAR AND FRONT WINDOW BAR MAY CONNECT TO THE ROLLOVER BAR BUT MUST BE MOUNTED AS STATED. 5” GAP BETWEEN PROTECTOR AND BAR. Your roof sign can be bolted to the roof. You may run a gas tank protector but it cannot be welded to the rear sheet metal and the protector can only be 30 inches wide.NO WIDER OR YOU WILL CUT. DO NOT BEAT SHEET METAL BACK. This rule also includes gas tank boxes. The gas tank protector cannot set on floorboard, it must flow with cage.

BUMPERS: Any year car bumper allowed on any car. The bumper must be fastened with factory brackets in factory position, no homemade brackets. You CANNOT use rear brackets on the front of the car. Bumpers can be welded to frame solid and may have 2 metal strips 3 inches wide welded 4 inches on the frame. Front bumpers cannot be welded to the body. Bumpers must have factory skin and appear to look stock. You may load the inside of the bumper if you like we understand how expensive they are getting. You can weld the bumper skin. Maximum bumper height is 24 in. to bottom of bumper, minimum is 15 in. You may hardnosed a bumper but you must use factory core support holes. If you use shocks to mount bumper they must be the same as car gm with gm, mopar with mopar, ford with ford no I beam shocks on vics and ect. and same style as what was on car. If you don’t understand call PLEASE. Make sure your car is 15" in back or YOU WILL FIX IT.-----------------
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BODY: All glass, plastic grills, lights, chrome molding, trailer hitches and body trim must be removed. Station wagons must be emptied to the floorboard. Headliners also must be removed. Cars must be swept clean. A 12 in. hole must be cut in hood above carburetor. Half hoods on car are OK. If no hood, no fan on motor. If fan blades become exposed, car is disqualified. Hood is allowed 6 fasteners. Hood cannot be bent down in front of radiator. All thread 1 in. (Pipe may be used to protect all thread 1 1/2) maximum may be ran thru core
support next to radiator only, one on each side. They can go thru the hood with 3-inch max washers. Fasteners can be chains, wire, or bolts and cannot run in front of the radiator. Bolts no larger than 1 inch. No welding of body panels together. Can put 6 3/8 bolts in fenders and quarters Rusty panels may be patched by using no more than 1in overlap. Do not cut rust out. If officials cannot tell there is rust, the patch will be removed. You must patch rust with the same thickness of metal, if thicker metal is used it will be cut off. If car has been previously ran we will allow you to repair body to keep it from falling off. No internal bracing of body. Driver’s door and passenger door may be welded solid. Back doors same as front. Tops of doors can be folded over and welded. Chain, wire and bolts are also acceptable. Front doors are recommended to be painted white or outlined in another color different from the body paint. No interior seam welding on any body parts. Body bushings may be removed, but must use a 1in spacer in its place. Body mount bolt may be replaced with up to a 1in bolt. Must be 1 in. off frame and cannot be larger than 3x3 so that frame can be inspected. You may add 2 extra body mounts from firewall back same size as all the others. Bodies cannot be bolted flat on top of frame. No plates or washers on bottom side of frame. Nuts must remain inside frame.

TRUNKS: 2-8" HOLES IN TRUNK LID 1 ON EACH SIDE NO MORE THAN 4" FROM DRIP RAIL CENTER CENTERED IN LID trunk lid, not in the trunk floor.( No wedged cars.) Trunk lids can be welded solid with 3 inch wide strips 1/4 thick and cannot be overlapped. Trunks may be "V'd" in the center but the back quarters must remain in the stock position. Trunk LIDS cannot be moved forward into the back window area. You may run a bar from roof BAR from back and 2" on trunk lid from speaker tray in the center no bigger than 3". MAY BE CONNECTED TO ROOF SIGN .You may have 2 piece of 1 inch all thread from frame to the trunk lid welded to frame. Tail light areas must remain open. No metal added to weld body to tail light area. If you have questions about tucking, call before you bring them.

SUSPENSION: Any type rear end allowed including 8 LUG and full floaters but must be mounted like it was there from factory. NO braces from rear end to body or frame besides factory mounting. No changing of coil to leaf springs. Coil springs may be tack welded or wired to brackets. You may modify or weld tie rod ends and control arms. Rear end protectors cannot come within 6 inches of frame. All thread for shocks is ok but may not connect to frame just package tray or body. On leaf spring cars, must be factory leaves NO 3/4 TON LEAFS no more than 9 per side and no wider than 1-1/2 inches. No Flat springs. Factory stagger no leaves on top of main leaf. No leaves thicker than 1/4in. Only 4 leaf clamps per side. These clamps can be no wider than 3 inches and leaves cannot be welded together. Front upper a-arms may be bolted solid with one 1/2 in. bolt and 3x3 washer or weld a 2" strap from a-arm to frame only 2" on frame.

1. We will allow AFTERMARKET UPPER CONTROL ARM BRACKETS with these guidelines. The brackets are not to be any thicker material than 1/4inch, you are allowed 3-1/2" diameter bolts to hold each bracket to the PACKAGE TRAY ONLY! These bolts are not to go thru the package tray and the body...bolted to the package tray only!!

2-these brackets must be in a factory location of a 1997 and older formoco car! NO WELDING OF THE UPPER BRACKETS TO THE PACKAGE TRAY!!

3A- THE LOWER BRACKETS ARE TO REMAIN FACTORY 1997 AND OLDER FOMOCO CAR BRACKETS! Welded with a single bead of weld to hold them on... THIS SINGLE BEAD IS TO BE NO MORE THAN 1/2 INCH WIDE! If it is wider than 1/2 inch it will be cut to within specs!

3B-IF YOU USE AFTERMARKET LOWER MUST USE FACTORY ARMS FROM A FORD but can be reinforced.
4-THESE LOWER BRACKERS MUST REAMAIN IN THE FACTORY LOCATION FOR A 1997 AND OLDER FOMOCO CAR! DO NOT MOVE THEM FORWARD OR BACKWARD ON THE FRAME. STOCK LOCATION ONLY!
CALL IF YOU HAVE ANY QUESTIONS ON LEAFSPRINGS

ENGINES: Engines and transmissions may be interchanged. Headers must be pointed straight up. Motor mounts may be welded, but no extra bracing to frame. Firewalls must be in all cars in original place. Distributor protectors are allowed. Distributor protectors can be butted into firewall but cannot be within 5 inches of the cage and 3” on each side of front window bar, NOTHING BEHIND DISTRIBUTOR PROTECTOR BUT FIREWALL.WINDOW BARS MUST BE OUTSIDE DISTRIBUTOR PROTECTOR. IF YOU HAVE 2 BARS FROM ROOF TO DASH THEY MAYBE CONNECTED IN THE MIDDLE NOT AT BOTTOM. Protector cannot strengthen frame in anyway. There should be no chains or bars going to frame from the protector. You may have 2 spots of wire or chain coming off front side of motor going to the engine cradle only. If electric fuel pump is used, it must be wired to kill switch. You may have skid plates under your motor and tranny but they must be attached to the motor and tranny only. Skid plates cannot be attached to frame or cross member.

TIRES: No metal studded tires or bead locks. Tires may not stick out passed body.

SAFETY ITEMS: You may put a plate 3/16 or smaller on drivers and pass floorboard for safety keep it away from frame and crush boxes 3’ gap. A wire, chain, or cable is required from cowl to roof in windshield area. There is to be nothing from the roof to firewall that will strengthen it in anyway. A doorplate must be in driver’s side door in all cars without a cage. Doorplates are easiest mounted on inside of door. Gas tanks must be removed. A boat tank or fuel cell is recommended. All fuel tanks unless fuel cells must be covered. Fuel lines must be clamped to the tank. Radiators must remain in stock location. You cannot run extra radiators or water supplies. Transmission coolers are allowed. Batteries must be moved. You can use 2 batteries, but they must be securely mounted in passenger side floorboard area. Batteries must be covered. Transmission coolers and battery boxes cannot strengthen frame in anyway.

OTHER: Hood must be open for inspection AND MUST BE WITH CAR IN INSPECTION LINE. If it is not stated in the rules don’t do it. Numbers must appear on ROOF SIGN!! Anything left out of rules will be left up to the official’s decision. All decisions by officials are final! You are allowed 2 trips thru the inspection line only. If your car doesn’t pass after 2 trips you won’t run. Drivers and drivers only are to bring the car to inspection. I will not have your buddies telling us how to do our jobs if they do you won’t run.
Amendments: 9 wire use on a car. You may use # 9 wire inside the cabin of the car. #9 wire may be 4 strands. Cars with excessive damage may be allowed to use extra wire, this is a judge’s decision and will be made car by car. NO CHAINS MUST BE WIRE.
STOCK CLASS RULES 2015
PREPARATION OF CAR:
No trucks, vans, ambulances, jeeps, carry-alls, limousines, Hearse, 4-wheel drives, checker cabs, propane cars, 73 or older Chrysler imperials. No Chrysler bodies on imperial frames. 2003 and newer Fords must remain factory (drive line, rear end, and bumpers are the only things that can be changed). This includes the cradle. There is to be no MIX-MATCHING of frames. Ford to Ford. GM-to-GM. (SAME ERA) Cars are to be constructed according to rules. If you are caught intentionally pinning, plating, capping, or loading frame or body, YOU WILL NOT RUN! Judges decision is FINAL.

FRAMES:
1. There is to be NO painting of frames. If you are painting a frame you are cheating and you won’t run.
2. ALL factory frame holes must remain OPEN
3. Front frame may be shortened to the factory core support mount.
4. All cars must use the factory core support mounts. There is to be no welding of angle iron or pipe to the side of the frame to mount your core support. This mount is considered a body mount. Mount may be replaced with 1in all thread that may run through the top side of core support.
6. You may repair a bent frame. Inspectors must be able to see the bend in the frame (From the Outside) for the patch to be justified. The patch may be no bigger than 4in x 6in. Patch must be put on in a way that the bend is still visible. If the bend is not visible the PATCH AND WELD will be removed. No windows. You may not fix any more than 4 bends on a car.
7. You may reclip a pre run bent car. When doing this, you may only use the butt weld method. The replacement clip must be welded in the factory manner. No pitching. Cars must continue to use factory body mount bolts. Clip must be out of the same era of car. (If you reclip a 74 impala, you may not use a 74 Cadillac clip. If you run a 70’s Ford you may not run a 01 ford front clip.)
8. Rust damage may be repaired with the same size metal. No more than a 1-inch overlap. No patch may be larger than 4x6in. You may only fix 2 spots of rust on the frame.
10. You may run a homemade cross member. Cross member must run from side to side with nothing extending towards the crush box or cowl area. Cross member may not be any bigger than 3x3in. Factory cross member bracket may be replaced with a 3 inch piece of angle iron. This is for Cross member mounting, not frame strengthening. Cross members must be installed in same manner as factory.
11. No frame creasing.

Drive Line:
1. Engines and transmissions may be interchanged.
2. NO SKID PLATES. Oil pans and transmission pans may be strengthened.
3. Engine cradles are legal in the follow manner: A) Any engine with a cradle must be mounted in car utilizing factory frame mounts. You may use a gm frame mount in a ford, or a ford mount in a gm. Must be factory mounts bolted or welded in. No altering the mounts B) Cradle can in no way touch the frame or the body. C) Cars with cradles MUST REMOVE sway bars. D) Engines that have no cradle may be mounted in any way that does not strengthen the car.
4. You may have 2 spots of wire or chain coming off front side of motor going to the engine cradle only.
5. You may have a distributor protector on your motor. If you run protector firewall must be cut out behind protector.
6. Radiators must remain in stock location. You cannot run extra radiators or water tanks.
7. Transmission coolers are allowed, but must be securely fastened. Cooler may in no way reinforce car.
8. Transmission protectors are not allowed.
9. Transmissions must have a 1 inch NON-METALLIC spacer between the transmission and the cross member. Transmissions must mount in factory manner (if tranny for car mounted at the back of the tranny, yours must mount that way. It cannot be mounted in the middle of the pan.)
10. Batteries must be moved. You can use 2 batteries, but they must be securely mounted in passenger side floorboard area. Batteries must be covered.
11. All fuel cells and fuel lines must be covered in area where they may become pinched or cut.

Tires: Must be a rubber tire 13 inches in size or bigger. Valve stem protectors are OK. If running a V treaded tire, cleats can be no more than ¾ in deep. No bead locks.

CAGES: Standard 4 point cage MAX.
1. A cage of no bigger than 4 in. pipe or 4x4 in. box tubing can be used. (Standard 4 Point Cage Only) 4in MAX!
2. The front 2 down legs can be welded to the body only. Do not beat the body down to the frame. If there is no space for inspection the leg and that area of floor will be removed.
3. The cage may have an overhead bar or roll over bar. The roll bar must be straight up and down, no pitch towards rear of car. The rear down legs under roll over bar may be welded to the topside of the frame only. This bar must be within 6 inches of the doorpost. 2 door cars, 6in from the back of the driver's seat. (This will be measure with steel block).
4. Sidebars no longer than 4in. past dash or rear bar. There must be a 6 inch gap from dash bar to firewall.
5. Drivers may add 1 down bar next to their seat or legs. This bar is for safety only. The bar can only connect to the driver’s door bar and the body of the car. It must be vertical and must be at least 12 in behind the front cage leg.
6. If the fuel cell is mounted to the cage, no part of the fuel cell or the cage may be within 8 inches of the rear body.

BODY: cars must be stripped of all flammable materials. ALL SUN ROOFS MUST BE COVERED WITH METAL.
1. Outer Door seams may be welded solid, including the tops of doors. 3 inch strapping max. (NO WELDING INTERNAL DOOR SEAMS). Doors must be at least wired or chained shut.
2. Interior body mounts must be factory. The rear 2 body mounts in the trunk may be replaced with 1 inch bolts. If a mount is rusted out, you may replace the mount with factory materials or #9 wire.
3. ROOF SIGNS ARE MANDITORY! They may be bolted ONLY. Signs may not reinforce the car.
4. A 12 in. hole must be cut in hood above carburetor. Half hoods on car are OK. If no hood, no fan on motor. If fan blades become exposed, car is disqualified.
5. Hood is allowed 6 fasteners. Neither the hood nor any wires can be bent down in front of radiator. Hood Washers may be no more than 4x4. Hood Hinges are not counted as a fastener.
6. Core Support may be bolted down with All thread 1 in. maximum may be ran thru core support next to radiator only, one on each side. They can go thru the hood.
7. Fender wells may be bolted together using 5 bolts 5/16ths or smaller. These bolts may be used in the rear quarter if bottom of quarter panel is rusted out.
8. No internal bracing of body. No interior seam welding on any body panels.
9. There can be no bars in the rear window
10. Car must have a safety strap in place of windshield.
11. Firewalls must be in original place with no extra metal or weld added. Drivers are encouraged to cover holes with a rubber material to prevent hot fluids from getting into the drivers compartment.

TRUNKS:
1. A 12 in. hole must appear in trunk lid. Tail light areas must remain open.
2. No wedged cars. (Unless it happens naturally during the derby) Trunks may be tucked.
3. Trunk lids may be fastened shut by 6 spots of 9 wire, or 6 bolts, or combination of bolts and wire. NO WELDING.
4. Trunks may be "V'd" in the center but the back quarters must remain in the stock position. Trunk lid cannot be "V'd" to the floor pan. Quarter panel may not be bent over trunk lid. Trunk lid must remain on top of the rain rails.
5. Speaker trays may be beat down or removed, but they may not be altered with weld.
6. You may weld a washer to the body where your wire or bolt is going to go through the body. Washer may be no larger than 2in x 2in. The washer may only be welded to the panel in which the wire is running through.
7. Rust: rust may be repaired to hold the body to the frame. If bottom of quarter is rusted out, the only fix is using fender bolts to connect quarter to floor pan. If center of trunk pan is rusted through, it cannot be fixed. The front 2 mounts in the trunk cannot be changed. If the 2 mounts are rusted out, you must use factory parts to fix mounts or 9 wire.

BUMPERS:
1. Any year car bumper may be used. A factory car bumper may be loaded.
2. The bumper may be welded in the following manner. Bumper welded to shock with a single bead of weld. The shock may then be welded to the shock bracket or the end of the frame with a single bead of weld. Brackets cannot be welded past the frame curve.
3. You cannot use rear brackets on the front of the car. Brackets and shocks must be GM to GM- Ford to Ford. No homemade shocks or brackets
4. Bumpers may have a safety chain. The first 2 links of the chain may be welded to the frame. These links cannot be welded in an area that the frame bends.
5. Homemade bumpers are allowed, no larger point than a 74 impala bumper. No dimensions bigger than a 74impala bumper. Ends of bumpers must be open.
6. Maximum bumper height is 22 in. to bottom of bumper, minimum is 14 in.

SUSPENSION:
1. All front suspensions must remain stock and move. No reinforcing. No moving of any suspension component on any car. Suspension components may only be interchanged if
they bolt on factory settings.
2. No blocks or spacer may be butted into frame from lower a-arm.
3. No all thread for shocks. Front or back.
4. Front A arms may be 9 wired to the frame. 1 spot, 5 strands.
5. Coil springs may be tack welded or wired to brackets.
6. On leaf spring cars, no more than 7 per side and no wider than 2-½ inches. No Flat springs. Factory stagger. No leafs on top of main leaf. No leafs thicker than 1/4in.
7. Only 3 leaf clamps per side of car. These clamps can be no wider than 1 inch and leafs cannot be welded together.
8. Sway bar may only be mounted in factory manner. If car has motor cradle, sway bar must be removed.
11. Rear Control arms may be lengthened or shortened, but may not be strengthened.
12. Watts Link Fords may run the aftermarket bolt on upper control arm mounts. These cars must use factory lower control arm mounts.
13. NO CHAINS ON REAREND.

2014 Driver Conduct Rules:
1. Drivers must have car thru tech before drivers meeting.
2. Drivers must be present at the drivers meeting.
3. Drivers must obey all R&W Promotions LLC, rules and Racetrack safety rules.
4. No alcohol may be consumed at any event.
5. All drivers must wear a minimum of DOT approved helmet, safety glasses, long pants, and long sleeve shirts. All of this must be worn at all times on the track.
6. Drivers are to remain in their cars until the event is stopped.
7. Drivers may start the event facing any direction. Depending on track size cars may be told they cannot make a full track shot at the drop of the green flag, this is for safety reasons.
8. Drivers that are still in an event may not exit their car under red flag. If your feet touch the dirt, you are out. (Unless there is a safety issue)
9. Drivers must stop under red flag conditions. Any driver making an intentional hit after the red flag will be disqualified.
10. Any driver making a full track shot to the driver's side of the car, no part of your bumper may touch the driver's door during the hit.
11. No driver's door hits.
12. Intentional rollovers will not be tolerated. If you hit a car and it rolls over, that is legal. If you get a car up in the air and push him across the track to roll him over, you will be disqualified for the event. If you get a car in the air, stop the drive the opposite direction to get the car off. If call rolls over during this, you will not be disqualified.
13. Drivers must make an aggressive hit every 30 seconds. Cars that have stalled will be given 1 min. to get their car restarted and make contact.
14. Any driver making an intentional hit on a car with a broke stick will be disqualified.
15. No team driving. Team driving is holding and hitting. If you are setting against a car and pull away at the very last second, that is also considered team driving.
16. The car to make the last hit is the winner. NO PIN TO WIN! If 2 cars get hung on the last hit, we will separate the cars 1 time.
17. No fighting anywhere on the property where the event is held at. You will go to jail and be bared for the season.
18. No profanity or obscene gestures. (Kids are everywhere be an adult!)
19. You are in charge of your crewmembers, even if you are on the track. If they break any
safety or procedure rules, you will be disqualified. This includes throwing of objects towards the track.
20. If you are disqualified from an event, you forfeit all winnings for the night.