

2022 Stock Front wheel drive Figure 8 RACING RULES AND REGULATIONS

R&R Total Destruction Promotions, LLC

Rob Baker – 515-971-1328 or

www.RandRpromotions.com

General Rules

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

1. All rules will be followed, or you will not run!!
2. Any American make sedan or station wagon can be run.
3. Drivers must be 18 years of age and have a valid driver's license. Ages 14 –17 must have a notarized permission slip and some form of driver's license.
4. The person that signs in as the driver - must be the driver for that event!
5. Driver must wear seat belt and helmet, along with eye protection and long sleeve jacket.
6. ALL drivers and crewmembers must attend the drivers meeting.
7. DO NOT hit the driver's 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.
8. No hot rodding in the pits, keep it at an idle.
9. Any open door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
11. No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
12. 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.
13. Any controversies will be taken up at the drivers meeting.
14. Any questions give us a call! If it doesn't say you can do it, don't do it. Call 1st!!
15. 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.
3. All decking in station wagons MUST be removed!!!
4. No split rims, No studded tires or tractor lugs. Foam filled or Doubled tires OK-we don't want any flats!!! Valve stems protectors OK. Tires may be screwed to rims.
5. 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). You may have a 2" scrap from the motor head to frame on top side of frame next to A-arm on each side of motor and can be welded with no added metal!
6. Welded or posi-track highly recommended.
7. You must use a radiator and it must be in stock location.
8. All cars must have working brakes.
9. A-arms, ball joints remain stock.
10. All trailer hitches and braces must be removed.
11. Original gas tanks 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 cover with a metal shield!! 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 was located.
12. If factory gas tank is under car and in front of rear axle, you may use original tank.
13. 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" Number sign mounted on the roof, with car number on it for judging and recognition of car.

Safety Requirements:

1. All drivers must wear dot approved helmets. **Must** wear eye protection. Fire suits recommended. **Must** wear long sleeve coat or jacket.
2. **For driver's protection, you **Must** have a bar behind the seat from doorpost to doorpost, it can be an X. You are also **required** to have a Brace on your driver's door. This can be done on the inside and outside of you door. Outside brace not to exceed 6 inches past the door seams! You may also have a full safety cage inside Factory sheet metal of car front to rear only.
3. Driver's side window must have a safety net of some type in window opening. Racing net, strapping, etc.
4. Front windshield must have at least 2 bars weld from dash to roof to keep hood from coming threw windows. Wire mess recommended in front windshield area.
5. Exhaust must either straight up threw the hood or must go under the car, but must pass behind driver's seat.
6. Seats are required. Must have lap belt and shoulder belt. Racing harness is recommended.
7. **Driver's door must be re-enforced inside and outside. Prefer you use plate steel on outside with cage type bars on inside.**

Car building

1. All doors, trunks or tailgates may be welded solid. If they are not welded then you must use chain, wire or bolts to hold shut.
2. Frames may be welded and or repaired. Do not make this excessive!
3. Bumpers are interchangeable. Any Automotive bumper and bumper brackets may be used on any car. No homemade bumpers or brackets. You can weld bumper brackets and towers to the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks and you can bolt the shocks to the towers with 1/2 inch bolt or less and it must be done vertically. **You may trim bumper ends but must be capped off flat!** Welding on the bumper skins together (chrome to inner liner of bumper) is allowed. When welding bumpers, shocks and brackets – do not add any metal. Weld shocks and brackets solid if you wish. Weld them well; we don't want any bumpers falling off!
4. Bumpers may be welded to end of frame. Front & Rear bumper may have 2 straps from trunk deck or Radiator support to bumper (not frame). Straps can be up to 3" wide and no more than 5" on the bumper and 5" on the trunk or radiator support. Straps may be up to 1/4" thick.
5. ****Hood must have at least a 12-inch square hole cut out in cast of fire.** Any holes cut in hood may be bolted back together with 3/8" or less bolt. You can put a bolt every 12" or 4 per hole. You will be allowed 8 hood bolts; you **MUST** have at least 4 hood bolts, chains or wires in your hood to hold it in place. You may have up to 1" all thread – may be used from the hood down to the frame, but must go through the front body mounts. The top 5" of all thread may be welded to radiator support. Chrysler products may run all thread behind radiator support down to top of frame and be welded to top of frame with no added material – All thread may pass thru 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. Hood bolts can be up to 1 inch in diameter.
6. 2 - 1" All-thread may go from the trunk lid to frame, **MUST** go thru body mount hole.
7. Body mount bolts can be replaced with 1" bolts. Bolts may extend thru body and have up to a 5"x 5" x 1/4" thick washer on top. Bolts may have larger washers on bottom side of frame.
8. Wire can go from radiator support (**NOT HOOD**) to bumper in two spots (4 loops max)
9. You can patch rust holes in sheet metal with sheet metal only! Do not cut rust out; weld 2 inches beyond rust. Frames may patch rust with same thickness as factory frame thickness.
10. Suspension must not alter! Suspension must be stock. Leaf springs must be stock, tow packages OK. You can re-clamp springs, 6 clamps per side homemade or factory. Homemade clamps can't exceed 2x4x1/4 inch. You can put spacers in sagging coil springs to get your height. You can bolt or wire coil springs to rear-end and frame to prevent springs from falling out. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. **NO Racing spring must be factory springs, but can be out of another car.** No Weight jacks or racing wedges.
11. Rear-end control arms may be reinforced, but must be workable. They may be shortened or made longer as well.
12. Tie-rods must be stock, but can be re-enforced, A-arms, ball joints and all other steering/suspension must remain stock
13. 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 and clearly marked – so when your car shuts off – it shuts off.
14. You may alter your steering column to prevent loss of steering. Steering knuckles, homemade steering shafts, etc

Engines- Transmissions & drive shafts

1. OEM factory heads only. No aftermarket heads. OEM Cast iron factory intakes or OEM aluminum factory intakes (only if it came on the motor OEM. **AFTER MARKET ALUMINUM INTAKES** will be allow but must pull vacuum
2. No porting, polishing or alterations of any kind to heads or intake.
3. Flat top or dish pistons only.
4. No roller rockers or roller tip rockers. No roller cams. **EXCEPTION:: (UNLESS THE MOTOR CAME FROM THE FACTORY WITH ROLLER PARTS)**
5. Must be GM on GM, Ford on Ford, Mopar on Mopar, O.E.M.
6. Engine needs to be in stock location.
8. Factory steel pulleys only. (Except for power steering pump). (Power steering pump pulley may be aluminum)
9. After market power steering pump allowed. (May have aluminum pulley.) (Only on power steering pump)
10. Engine gauges allowed. (Tachometer, oil pressure, water, temperature, etc.)
11. All ignition rotors, caps, coils and modules must remain OEM-appearing. **NO MSD INTERNALS.**
12. Engine must be in OEM location. Engine must be OEM appearing and must be able to be used in conventional passenger car without alteration.
14. Drive shaft needs to be painted a bright color or white.
15. Transmission cooler are allow but must be mounted securely and proper hydraulic lines and fittings used.
16. **Headers under the car or up threw hood will be allowed!**

All judge's decisions are Final!

Any Fighting at an event, no matter who starts it, drivers will be forfeit all prize money and banned for 1 year of racing!