

Mod Compact Rules

Mod Compact class is open to all men and women 16 and over, if under the age of 18 you must have the permission signed by both parents/guardians at the event. If both parents/guardians are not present to sign at the event, the permission will need to be notarized with the required signatures.

Driver may move forward or backward. Driver must make contact every 60 seconds or be disqualified. No sandbagging. If you sandbag the race will be stopped and a sandbagger flag will be put on top of your car. You must show visible damage or must move when hit.

Prize Money:

Is different for every show. Check schedule for payout.

Compact Cars:

Must not exceed 112-inch wheel base

They can be 4- or 6-cylinder engines

The Rules below are the ABSOLUTE max you may do to a car

1. Cage: 6 pt. max cage is recommended. Cage cannot extend any further back than the beginning of the wheel wells. Halo bar not mandatory but is **STRONGLY RECOMMENDED**. Halo must be vertical and cannot be used for anything but roof support. You are allowed 6 down tubes to the frame **NO** bigger than 3"x3" or 2"x 4". Front two must be even with or behind front inner door seam. Middle tow must be beside the seats for safety. Rear two must be in front of rear body mounts on flat part of frame. Gas tank protector allowed, no bigger than 24" W x 24" H. Must be vertical, with no big angles, and may be touching sheet metal. Front cage bar must be 4" above transmission tunnel and 4" away from center of dash. Side rails can be no wider than 12" and must be 6" minimum above floor. Cage can be bolted, welded or chained in, **MUST BE SAFE!!**
2. No protectors other than carb and header at all.
3. Rear suspension: **NO LEAF** Conversions. Leaf sprung cars must have working shackles in **STOCK LOCATION** and must be **FACTORY** springs for that car. You are allowed 4 (4, 2 per side), 2" wide, ¼" thick x 4 ½" long leaf spring clamps no bigger than 3/8 bolts. Struts, Shocks, Control arms can be stuffed or plated. Can use 2"x2" square tubing but must have pivot and travel. **ALL-THREAD STRUTS NO BIGGER THAN 1"**. You may chain the rear end around the packing tray or the humps. **NO** welding. Minimum rear bumper height 16" to the bottom of the bumper.
4. Front Suspension: **MUST BE** stock other than after-market ball joints & tie rods, No Switching brackets, A-arms **MUST BE** direct bolt on without welding modifications. You may have (2) 1/8" x 2" x 6" straps per side on A-arms 3" on outside of frame 3" on A-arm. Front bumper maximum height to the bottom of the bumper 20" (**EXCEPTION ON PRE-RAN BENT CARS**). On spindles, you are allowed to add a piece of 1" round or square stock to the back of the spindles between ball joints for support. You may also substitute your shocks/struts for 1" all-thread. **SOLID STRUTS ARE OKAY.**

5. Protectors: you can run your protectors (carb, header, rear-end), BUT for the sole purpose of protecting your carb, headers and rear-end with ANYTHING that will help hold them in place or help the car in any way, other than your motor mounts. They cannot be welded in solid. They must have a working motor mount, meaning there must be rubber somewhere in the mount where the motor or transmission can twist. RADIATOR PROTECTOR IS ALLOWED. 8 - 3/8" bolts, self-tapping screws, or 8 – 1" welds. (If longer than 1" you WILL CUT)
6. Bumpers: You may run ANY stock style car bumper. You may load it, weld it, plate it, but you CANNOT change the formation from stock. Homemade bumpers are allowed BUT CANNOT exceed 6"x6" x 1/2" tubing, with no more than a 4" pint over a 32" spread. Kit bumpers are allowed. The front frame with a 10"x 4" x 3/8" strap from bumper back OR be welded to the factory shocks. Factory shocks CANNOT be relocated. They can be cut off even at the frame and weld to both, NO OTHER combination. You may shorten front frame back to front side of body mount. You must be able to run your 1" all-thread through the factory body mount holes WITHOUT manipulating it.
7. Frame: No Frame Shaping! Pre-bending and tilting allowed. You can cut or notch rear frame rails BUT CANNOT re-weld or plate your cuts. You are allowed one pass of 1/2" wide weld on main frame seams ONLY. No welding of any brackets, or anything that is not a main frame seam. Subframe only, not structure sheet metal (body) frame. NO SEAM WELDING SHEET
8. Repairs: For any frame repairs due to rust, you must cut out the damage, cut out the exact piece and butt weld back in, same thickness as frame.
 - a. Sheet Metal: You must cut out damage and only overlap 1" with same thickness of metal.
 - b. Pre-Runs: you are allowed up to 6- 4"x 6" x 1/4" to repair BUT MUST BE VISIBLE DAMAGE. Repair plates must be a minimum of 1" apart, including welds.
9. Body: Hood must have 4" hole on each side of carburetor. You are allowed 10- 3/8" bolts. Your hood skin back together. You are allowed 6 spots to tie your hood down, 2 – 1" all-thread that can go through the frame with no bigger than 3" x 1/4" thick washers on the frame. They cannot be welded in ANY of the other 4 tie downs. Have to be sheet metal to sheet metal, 6" angle bolted together, OR all-thread with washers NO bigger than 6" x 1/4". All-thread cannot be attached to sheet metal more than 10" total. No other welding on strut towers.
10. Trunk: You can concave/dish your trunk lid down but must be 6" off upper trunk floor above frame rails (NOT the low setting sump of the trunk). You are allowed 2 – 1" all thread through the frame washers NO bigger than 6" x 1/4" off with strap no wider than 3" x 1/8" NOT SOLID. If welded solid will cut it to where it is 5 on 5 off.
11. Fenders: you are allowed 6 – 3/8" bolts with washers no bigger than 1" per wheel opening. Creasing is allowed, but NO over lapping of metal
12. Doors: can be welded solid with 3" W x 1/8" thick strap, BUT DO NOT load the door seams. You may plate driver and passenger front doors from seam to seam with 3/16" or less. THIS IS FOR DRIVER & RIDER SAFTEY.
13. Core Support: Must remain stock, NO PLATING OR STUFFING. Spacers for all thread, if needed weld the spacers to the front mount and top of frame ONLY and can only go to bottom of core support where factory mount was NOT all the way to the hood. 2 kickers from core support to bumper are allowed nothing bigger than 2" x 2" square tube.

14. Body Mounts: Body mounts may be removed and replaced with $\frac{3}{4}$ " or smaller all-thread with washers no bigger than 3" MUST be original body mount hoes without any modifications.
15. Wheel/Tires: NO SPLIT RIMS, NO PADDLE TIRES (tires with cups). Full weld in centers are allowed, as well as bead locks or screws, BUT must be on inside bead ONLY.
16. Radiator: Must be stock location, no reinforcing of core support.
17. Window Bars: You must have a minimum of one spot of 9 wire on each side from cowl to roof. You are allowed up to 2" x2" x $\frac{1}{4}$ " square round tubing or 3" flat $\frac{3}{8}$, 6" on the cowl, 6" on the roof. These MAY NOT come in contact with nothing to the strut towers. Back bar has to be mounted on speaker deck, not on trunk lid, and only 6" on the roof, welded or bolted. Nothing else can come with 6" of window bars, exception on PRE- RAN where rear window bar CAN BE touching gas tank protector.
18. 9 Wire: Unlimited 9 from bumper to core support, and bumper to trunk lid. Wagons are allowed 3 window opening. You can add $\frac{3}{4}$ " washers to the body for 9 wire to go through. NOTHING in front of radiator.
19. Pedals/Battery Boxes: Must be 2" away from tranny tunnel. MUST NOT BE USED TO REINFORCE CAR BY ANY MEANS. No bolting sub up to battery box or pedal setup, 2 extra sub frame bolts are allowed, max 1" all-thread from sub frame to inside frame rail.
20. Fresh Cars: Plates on fresh car frames will be the 10" bumper strap and 2- 4"x6" plates PERIOD! ANY OTHER PLATES WILL BE REMOVED.

**** YOU WILL GET ONE CHANCE TO MAKE CHANGES TO THE CAR AFTER INSPECTION. IF NOT DONE LIKE WE ASK, CAR WILL REMAIN ON THE TRAILER. JUDGES DECISION IS FINAL. ****