

Light Weld Compact Rules

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- All cars must be stock unless modifications stated in the rules
- Officials decision is final
- Passengers not allowed
- Small cars are classified as any front wheel drive 4 or 6 cyl. car Or any 4 or 6 cyl. rear wheel drive car 105" wheelbase or less ****NO 4X4 CARS ALLOWED****
****NO FULL FRAMED CARS****
- No welding anywhere unless specified
- All Glass, Plastic, Spare Tires and Interior must be removed. Dashes may stay in
- All suspension stock unless noted
- All hoods must have 2 6x6 inch holes to extinguish fires
- Battery must be relocated inside the interior of the car
- Fuel cells are highly recommended however gas tanks in front of the rear axle may stay in the stock location.
- Any wheel, tire, and rim allowed
- Aftermarket headers, shifters, and pedal setups allowed
- Sunroofs are strongly recommended to be covered with sheet metal
- Upper motor mount may be reinforced with steel in an OEM manner
- Lower motor mounts can be replaced with square tubing but can not be welded (bolted only), square tubing can not be any bigger than the factory cup on the sub frame. If running stock lower mounts this may be reinforced with a 2" x 3" flat piece of steel.
- Spray Foam may not cover Unibody rails and subframe
- No painting on subframe, unibody, or interior of the car. If we feel like any paint or undercoating is being used to hide something you will remove before being inspected
- All trim lights and door handles must be removed
- Minimum 2 strands of 9 wire in windshield
- Unlimited number 9 Wire, do not stuff frame or make kickers out of it.

Interior of Car

- Cage
 - 4 point cage, halo, and fuel tank protector will be allowed
 - Center of dash bar must stay a minimum of 5" off the firewall and cowl

- Door bars max length of 72" in length can't go any farther forward than the firewall and can't go any further back than the rear seat compartment
- Door bars must stay 6" off the floor board this is measured from the highest point of the floor
- Halo must stay as close to the b pillars as possible and be straight up and down,
- Allowed 2 pieces of 2"x3" max square tubing to weld off halo and bolt to the roof for supports, 6" max in length
- Tank protector can be the width of the rear seat compartment, can not go any farther back than the front side of the speaker deck, must remain 6" off the floor and can not exceed 6" higher than the fuel cell
- 2 down bars allowed must be straight up and down 1 per side between the front door seams.
- Allowed 2 wires, chain, or window bars, 2"x2" max in the front windshield. Must be welded or bolted to cowl and can't go any farther back than 6" on the roof

Exterior of Car

- Body shaping, creasing, and pre bending allowed, no touching the unibody rails
- All doors can be welded solid shut
- Drivers door may have a door skin cannot exceed 3" past the door seams
- Door Strap max of 3 inches wide
- Trunks may be welded 6" on 6" off
- Hoods can be bolted down with 4 1" hood bolts. Max 4"x4" flat washer. If you run your front body mount althread through hood you will have a max 6 hood bolts.
- Radiator protector allowed, 1/4" thick must be flat. Allowed 4 1/2" bolts to mount or 1" of weld on all 4 corners. They can only go in front of radiator.

Bumpers, Frames, and Core Support

- Any factory bumper is allowed and it may be loaded and seam welded
- Any replica bumper allowed
- Homemade allowed however max 13" point spanning over 36"

Front Bumper Mounting

- Option 1. Allowed a 10"x4" bumper mounting plate on one side of the unibody rail. The other 3 sides will be allowed a 6"x4" plate. No tubing allowed

- Option 2. All four sides of the unibody rail can be 4"x4" plate and will be allowed 4" of tubing inside the rail. If tubing exceeds it will be an automatic load.
- Drivers are allowed to pick one of the two options

Rear Bumper

- Rear bumper can either be a stock compact bumper or flat piece of square tubing. Allowed 2 4"x4" plates to mount.

Drivetrain and Suspension

- Carbed Conversion are allowed
 - Carb protector will be allowed but if you run on you must cut out the firewall 1" pass the width of the carb protector.
 - Rear wheel drive cars are allowed a bolt on lower cradle and steel bell housing or scatter shield only
 - No midplates, Dp's, transmission braces or steel tail shafts allowed the only thing that can attach to the motor is the bellhousing bolts.
 - Front wheel drive cars are not allowed a lower cradle
 - Absolutely no full cradles in any cars
- You may reinforce/make your own suspension. However it's must bolt and mount in the OEM location this includes control arms, a arms, tie rods, spindles, ball joints, and struts, this may not reinforce the vehicles structure. Do not touch the strut towers.
- Rear suspension must remain stock may replace trailing arm and control arms with 2"x2" tubing, bolted in stock location only
- Allow a 4"x4" plate to weld to the rear strut for a strut support. Must be attached to the strut. 1 per side
- Rear wheel drive cars are allowed 4 or 6 cylinder engine of choice, transmission of choice, driveshaft of choice, and rearend of choice
- Homemade and aftermarket steering columns are allowed

Subframe

- Subframe must be factory for the car it came in
- Do not touch rear mounts if found tamper with you will not run.
- May replace front subframe mount bolts with max 1" althread, althread may go up through the unibody, core support, and hood
- No aftermarket spacer between sub and unibody. Either suck it tight or run the factory puck

- Allowed 1 piece of $\frac{3}{8}$ chain welded from sub to unibody per side. Only one link can be welded.

Patch Rules

- All cars are allowed 2 4"x6" plates. Must be at least a $\frac{1}{2}$ " away from bumper mounting plate weld
- Pre rans are allowed an extra 2 4"x6" plates. Must be at least a $\frac{1}{2}$ " away from bumper mounting plate weld
- If car needs something else to run again get a hold of one of the number at the top before doing it