

Full-Size Chain

General Rules

1. No Imperials
2. Should be easy to throw together builds.
3. All #9 wire used can be 3 strands, and the chain can be a maximum size of 7/16.”
4. IF NOT SPECIFIED IN THE RULES DON'T ASSUME YOU CAN DO IT.
5. Cars must remain stock unless specified in the rules.
6. No welding unless rules say.
7. If not built to rules, expect to cut.

Drivetrain

1. Any engine/transmission combination can be used.
2. Equipment allowed: weld on center for rims, aftermarket gas and brake pedals, (may not strengthen car), shifters, headers.
3. Equipment NOT ALLOWED: Distributor protectors, transmission braces, engine cradles, carb protectors, sliders.
4. You may use one 2 X 2 X ¼” piece of square tubing for a transmission crossmember. Tubing must go straight across from the frame rail to frame rail, with absolutely no kickers on the cross member. Crossmember may be welded or bolted into place. Mount cross member on top of (1) 3 x 3 x 6” piece of angle iron on both ends. NOTHING else can be attached to the cross member besides the transmission mount.
5. Motor must be in stock mounts, no weld in mounts. Can chain motor mounts & transmission mounts.
6. May use any air-filled tire. No solid tires, Doubles are okay. May use washers, large lug nuts, and wheel studs. You must remove wheel weights.
7. You may cut the firewall for the distributor to pass through.
8. Optional can .have pinion brake for aftermarket.
9. No brace rear ends

Gas Tank/ Battery Box

1. Stock gas tanks must be removed. The fuel tank must be strapped securely in the backseat of the car, no bungee straps. Must be properly covered with non-flammable material and cannot be connected to the frame in any way.
2. The battery box must be placed on the passengers' side floorboard and properly secured to sheet metal only.

Steering/Suspension

1. You may run an aftermarket steering column, you may add U-joints to stock columns.
2. No aftermarket spindles, A-arms, idler arms, center links, pitman arms, or homemade shocks. You may swap steering boxes if they bolt on. All steering components from the steering box to the spindle must be stock and not reinforced in any way.
3. The sway bar must be bolted.

4. Suspension may be welded or bolted. If welding suspension you can use a maximum of 2 X 4 X 1/4" strap. (2) per A-arm (tops or bottom only NOT BOTH!!!)
5. Control arms may not be strengthened in any way.
6. You may run (1) Chain per side around the rear end and up to the package tray.
7. You can have (3) leaf spring clamps in front of the axle and (3) behind the axle. Stock leaf springs only, no truck springs.
8. Stock shocks only, no homemade shocks or filling of shocks allowed.
9. You may swap A-arms from car to car if they bolt on using factory mounts. No modification of the factory A-arms frame mounts are allowed.
10. 2003 and newer Fords must run factory steering and suspension components unless specified in the rules.

Bumper/Frames

1. Bumpers can be seam welded. No adding points or changing the geometry of the factory bumpers.
2. May use 4 X 6 X 1/4" maximum square tubing for the bumper. No longer than a factory bumper, and it must be completely straight. 1/4 X 4" tall X 6" bumper bracket to weld bumper on.
3. No Chrysler pointys, no manufactured pointys.
4. May run bumper shocks if factory to the car.
5. Hard nosing is allowed. You may only shorten to the core support.
6. You must have a chain or wire in two places to help hold on front and back bumpers. No welding anything to the frame.
7. No hump plates.
8. Pre-ran cars can have (2) 5 X 5 X 1/4" fix it plates. Must stay 5 X 5 X 1/4" no splitting up.

Cage/Driver Safety

1. Cage material can be a maximum of 6" in diameter, and the cage cannot connect to the frame.
2. A 4-point floating cage is allowed. This CAN NOT be done in a way to strengthen the frame in any way. Door bars may not run further forward than the firewall and it cannot go further back than the middle of the backdoors.
3. Gas tank protectors are allowed, and cannot be connected to the tray package or tray body. The gas tank protector must come off of the back seat bar. It must be narrower than the frame rails at the humps. NO BEATING of sheet metal to get it closer to the package tray.
4. You may run driver window netting in the driver's window only.
5. The front window bar must go from the cowl to the roof only. They CAN NOT be connected to the cage. Maximum of 4" welds on cowls, these cannot be used to strengthen the car.

Body

1. Doors may be chained, wired, or welded shut. 2 chains/wire strands or patches per door seam. Patches can be maximum of 4 X 4 X 1/4." Driver's door may be welded solid.

2. No creasing, welding, or bolting of body seams unless specified.
3. Speaker deck/trunk may be dished a maximum of 4" from factory location. Use a straight piece of material to check your measurement. Rear quarter panels may also be dished and creased.
4. Trunks may be tucked.
5. Trunks may be held down in 6 places with bolts, chains, or patches. Patches may not be longer than 4 X 4 X ¼." Bolts must go from sheet metal to sheet metal only. 2 bolts may run from the trunk floor to the frame, and the other 4 must be connected to the trunk lid lip. Maximum of ¾" sized bolts may be used. Washers for bolts can be a maximum size of 4 X 4 X ¼." Only 2 can be connected to the frame.
6. Hood may be held down in 6 locations maximum. Can be chain/wired or bolted. Maximum of ¾" bolts. Hood hinges do not count against you for these locations. A maximum 3 X 3 X ¼" angle iron may be welded to the fenders or top of the hood to bolt your hood down.
7. You may run ¾" threaded rod through the core support mounts and through the hood. This counts as 2 of your 6 hold downs. No other hood hold-downs can be connected to the frame. NO lifting core support, must stay stock height.
8. May use up to 4 ⅜" diameter bolts to bolt front clip together in areas of your choosing. Sheet metal to sheet metal only, no added steel or relocating of factory brackets to strengthen.
9. Rear wheel walls may be bolted together in 4 spots with bolts no bigger than ⅜" in diameter.
10. No shortening of front clip or relocating of core support.
11. The hood can have a maximum of (8) ⅜" bolts in it to hold the seam together.
12. May notch/prebend rear frame rail.

Payout subject to change if less than 8 cars in the class.

Rules posted to Red Cedar Speedway.com & Facebook

For general questions contact Amy (715)505-8127 or for Rule questions contact Jesse (715)505-7255