

BUILT MINI CARS

RULES

1. Cars can be powered by a 4- or 6- cylinder engine
2. 108" FWD and 106" RWD maximum wheelbase
3. No shortening of cars to achieve. Wheelbase limits
4. No full frame cars
5. Batteries must be located in passenger compartment. TWO batteries are allowed.

BODY

1. No body seams may be welded
2. No doubling of body panels allowed
3. Doors may be chained, wired or welded. 3"x 1/4"x6" plates. 6 inches on 6 inches off
4. You must have an 8"x8" inspection hole in trunk lid
5. Rust repair is limited to floorboards and roof only. Patch metal must be same thickness as floorboard. 1" overlap to good metal outside of rust area stitch welded only. **DO NOT** abuse this rule or you will be cut.
6. Front windshield bar is **MANDATORY!!** It is limited to a 3" wide x 1/4" thick strap, a chain or a 9-wire loop
7. Body creasing is ok
8. Window lips **CANNOT** be welded solid, 6" on 6" off only
9. No AMC, pacers or gremlins

RADIATOR AND CORE SUPPORT

1. Radiator must be in stock position
2. Any automotive type radiator **CAN BE** used. Aluminum radiators are **LEGAL**.
3. **NO** homemade radiators allowed
4. **NO** reserve tanks and **NO** added cooling capacity
5. Two electric fans, mounted to radiator may be used
6. Factory Core Support **MUST** be used. **NO** fabricated core supports
7. **DO NOT** move core support
8. Factory condenser or 32" wide by 1/4" thick mesh radiator protector is allowed

Hood

1. Hood must have 2 holes, at least 4 inches in diameter on each side of the carburetor. If hood is removed, either the fan or the fan belt must be removed.
2. Hoods **MUST** open at inspection
3. Hoods may be secured by 2 pieces of all thread through core support. 1" diameter max. All thread **CANNOT** be sleeved

Trunk

1. You may use 4 pieces of all thread to secure the trunk lid. All thread can go through rear frame or be welded to side of frame. If going through the frame, the washers may be no larger than 3" in diameter. No sleeving all thread and no nuts directly under trunk lid
2. Trunk lid MUST remain on hinges
3. The trunk lid may be 'V'ed in the center, **BUT QUARTER PANELS MUST REMAIN STANDING. THIS IS TO GAIN VISION NOT BUILDING A TRUNK**
4. You can have 4 pieces of #9 wire from trunk to rear bumper
5. Trunk can be welded down with 3" by 1/8" thick strapping 6" on 6" off

CAGE

1. All cars **MUST** have a cage and roll over bar. 4" pipe or 4"x4" square tubing MAX. **THIS IS FOR DRIVER SAFETY**
2. A 4-point cage is required and limited to 4 points only. Your cage must have a dash bar that must be 4" from the firewall. Your cage must have a bar behind the driver's seat no more than 12" away from it. You must have (2) side bars and they must not be farther than the rear wheel humps and must not extend past your dash bar. The side bars must not be welded to rear humps. No down bars
3. Roll over bar cannot be more than 12" behind driver seat. It may be welded to rear sheet metal; you may use 6"x6" plate 1/4" thick to aid in attaching bar. It can be welded or bolted. Roll over bar may be bolted to roof. Roll over bar cannot run through the frame.
4. The cage can be welded to sheet metal only. You can have up to 4 down posts, 2 per side. You must have a dash bar, a cross bar behind the seat and 2 door cross bars. Nothing can be run between the rear wheel humps or welded to the humps.
5. Gas Tank protector is allowed. 24" wide and 3" off of the speaker tank. Max 6" gusset from rear seat bar only. **DO NOT connect side bars to gas tank protector.**
6. **ABSOLUTELY NO KICKERS ALLOWED**

FRAME

1. No welding, plating or reinforcing of the frame
2. **ALL** factory frame holes must be left open
3. You can shorten front frame only to aid in mounting front bumper (no shortening beyond the core support)
4. You are allowed **ONE** of the following options: a 10" bumper shock max 2" diameter or 3/8" PLATE 10" long 3" tall to side of frame. Must attach to bumper. Bumper shock can be internal. **We will drill frame to check.** If plate is used, it must be external. Pre ran patch plates.
5. You **CANNOT** "stub" or shorten front or rear of car body or frame
6. K-Member can be bolted in with 1" all thread. **NO WELDING... YOU WILL BE CUT!!!**

BUMPER

1. Any year bumper permitted. All bumper seams may be welded, bumpers may be loaded, and bumper must be a factory car bumper.

2. You may weld a piece of strap (6"x1/4") from frame to bumper 1" overlap on each end. This is to aid in keeping bumpers off the track
3. No kickers to bumper
4. Maximum bumper height 22" to bottom. Minimum bumper height is 14" to bottom
5. If your homemade bumper has a point, cannot exceed 5" from back of bumper to the point

ENGINE/TRANSMISSION

1. Any 4 or 6- cylinder engine allowed. Must be mounted within 6" of factory motor position. Engines **CANNOT** protrude into the passenger compartment before the race
2. Front wheel drivers can weld motor mounts and replace the top mounts with 2x2 square tube factory length. Must be in factory configuration (not to be used to strengthen the car in any way)
3. Transmission oil coolers and engine oil coolers are permitted. They must be secure and contained and covered inside of the car, for the driver's protection
4. OEM crossmember or 2"x2" square tube. Factory style rubber transmission mount must be used
5. **HOMEMADE** gas pedals and shifters **ARE ALLOWED**
6. Slider shifters are allowed
7. **NO** cradles allowed

GAS TANK AND FUEL PUMP

1. Stock gas tank **MUST** be removed from original position and mounted in the rear seat area and secured. No rubber or chain straps. All tanks must have a secure cap. A marine tank or fuel cell is strongly recommended. All lines and fitting must be leak proof and meet approval of the track officials. Electric fuel pumps are allowed **and must have shut off switches**
2. All lines must be run inside car, not along the frame underneath
3. All lines should be double clamped

STEERING AND SUSPENSION

1. Suspension must be original factory suspension for that car
2. Aftermarket Tie rods are allowed
3. You **CANNOT** convert front suspension. IE: factory strut car must remain factory strut, Factory A arm car must remain factory A arm
4. You **CANNOT** convert rear suspension from coil to leaf
5. Front struts can be welded solid with single bead of weld, sleeved or aftermarket one allowed. Solid struts are allowed
6. A-arm cars get 4" total of strap 2" wide 1/4" thick to secure A-arms down their A-arm
7. Coil spring cars may not substitute pipe or tube for spring
8. Any automotive rear end
9. On leaf spring cars, no more than 5 springs allowed per side and must be mounted in factory location with factory style hardware. You must have 5 spring clamps per spring. Maximum 1" wide 1/4" thick. The leafs must have 2" stagger front and rear
10. You can shorten trailing arms, use minimum overlap and weld. **NO** doubling or reinforced trailing arms

11. Front wheel drive cars, rear struts can be welded solid or sleeved but all trailing arms and rear axle assemblies must remain factor
12. No solid back ends

TIRES

1. Black rubber and round
2. Wheels- 19" max bead lock or rim guard
3. Weld in centers/ multi center are ok
4. Valve stem protectors are ok
5. Wheel weights must be removed

IF IT DOESN'T SAY YOU CAN DO IT, DON'T ASSUME THAT YOU CAN!!!

IF YOUR FRAME OR K-MEMBER IS LAODED OR REWELDED THEN YOU WILL LOAD WITH NO CHNACE TO FIX IT!

ASK first or don't do it! EVERYBODY NEEDS TO READ AND RE-READ THE RULES!

IF YOU ARE FOUND TO BE OVER BUILT FOR THE RULES, YOU WILL BE GIVEN 2 OPTIONS- EITHER CUT OR REMOVE ILLEGAL PARTS OR LOAD UP ON THE TRAILER AND GO HOME

You need to call Chuck VanMeter or Levi VanMeter for ANY rule information!

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