

# SEMI-BUILT BIG CAR

2019 Big Car Rules

Okeechobee County Fair · Sunday, March 17<sup>th</sup> 2019

These rules allow for a semi-built class to have some competitive fun. If you are a beginner demo driver, the stock small car class may be a better fit for this event.

## GENERAL INFORMATION

### CAR TYPE

#### ANY YEAR, NO EXCLUSIONS.

- Can be any foreign or domestic 2 or 4 door hard top car (no open roofs) or station wagon. Chrysler Imperials ARE allowed. Minimum wheel-base is 107".
- All wheel drive is allowed.
- No trucks, jeeps, SUV's, vans, utility vehicle, limousines, hearses, etc.
- All car entries must have identifying numbers or name (family appropriate) on both sides of the car for identification and must be large enough for the announcer to see.
- All body parts and frames are to remain stock, unless specifically specified in the rules. You cannot alter, swap, weld or fabricate parts unless specified. Rust repair can be fixed but, cannot be excessive.

### CAR PREPERATION AND SAFETY

#### PREPERATION

- All cars must be stripped of glass, plastic and moldings. No loose debris or broken glass allowed anywhere in the car. Flammable materials need to be removed completely.
- All airbags must be removed
- Air conditioners must be drained and all rubber hoses must be cut or removed
- Trailer hitches and towing equipment must be removed and is not permitted
- Original gas tanks MUST be removed completely.

#### SAFETY

- Every car MUST have a fire extinguisher.
- Driver MUST have a helmet with shield or protective eyewear.
- Driver must wear closed toed shoes, long pants, long sleeves, or driving suit.
- No alcohol is allowed in pits. Driver cannot be under the influence of alcohol or drugs.

### CAR SAFETY

#### CAGES AND DRIVER PROTECTION

- Bars must be sheet metal to sheet metal.
- Bars must be single bars, not stacked or doubled.
- Bars must be 5" from the center of the firewall and floor at any point, including the transmission and driveshaft tunnels.
- The back bar must not be any further back than where the kick panel meets the bench seat.

- Front bar cannot contour the body. It must remain straight all the way across.
- All cage bars must remain inside the driver compartment; excluding the roof bar.
- Side bars can be sized up to 6" C-Channel and cannot go past the firewall or past the center of the rear door.
- A roof bar is allowed and must go straight across the roof and come off of your rear bar behind the driver seat.
- NO PART OF THE CAGE CAN BE WELDED TO THE FRAME.
- Maximum cage bars cannot exceed 5" x 5"; except roof bars are allowed to go up to 6" C-Channel.
- Non-posted cars may weld (1) post to each side of the car, on the inside, centered in the door seam, 3" x ½" maximum but, no more than 4" extending down the door or onto the roof.
- At least (2) windshield bars MUST be attached from the roof to the cowl area to protect the driver compartment. This is for safety only, this cannot strength the car in anyway.
- Driver's door reinforcement is encouraged. Safety metal cannot extend more than 5" in front or and 5" behind the driver's door seams.

## BUILDING RULES

### BODY AND FRAME

#### BODY

- Body mounts must remain stock and in stock location.
- Amount of body bolts cannot exceed the factory quantity.
- If factory body bolts are broken, they may be replaced with bolts no bigger than 1". Washers cannot be larger than 3" x 3", no limitation on thickness of washer.
- Removal of spacers is allowed.
- One-single body. No double, triple, etc. body panels.
- Body patching is allowed if you are patching a rust area or a pre-ran car. Metal must be the same thickness as the area you are patching. Body patches cannot exceed 4 patches per car and cannot exceed 12" x 12" each. Patches cannot overlap and are limited to a 2" overlap of the patched area. Patching is for safety, not reinforcement.
- Wedging and lowering of the trunk area is not allowed.
- The rear cowl (speaker cowl) MUST remain in factory location and stock without modification.
- No sedagans; Wagon roofs have to remain in factory position and cannot be modified or smashed down.
- Trunk lid may be cut or bent to tuck or fold. Quarter panels must remain at factory height.
- K-member bolts will not be considered body mounts, cannot exceed factory quantity.
- No kickers allowed.

#### FRAME

- Frame tilting is permitted. If tilting, cars can have body spacers 3" x 3" x ¼" from the body mount to the bottom of the hood. Cannot be welded to the core support. Allowing up to 1 ¼" all-thread through the center (all thread counts as a tie down point).
- Frame patching is allowed where there is evidence of rust or bending of frame. You are limited to 2 patches and each patch cannot be larger than 3" x 6" x 1/8" and retain all factory holes.

- Frame seams can be welded. Do not abuse this rule.
- Notching and pre-bending is allowed. Notches cannot be welded.
- Do not paint or undercoat frames inside or out. Do not grind or buff frames. Frames have to remain hollow and unstuffed. Inspection with a bore scope will be at the discretion of tech.
- Hump plates are permitted on the OUTSIDE of the frame ONLY. Maximum plate thickness allowed is ¼" and is not to exceed 22" long.

## HOODS, TRUNKS, AND DOORS

- Hoods MUST have at least a 10" x 10" hole on each side of the air cleaner for fire safety. Cutout bolts can be used, no larger than 3/8" bolts and cannot exceed (12) on the hood.
- All style fans; the hood is required to cover the fan and extend 6" past the fan blades.
- Hood and trunk lids can be secured up to (6) locations with maximum 3/8" chain, #9 wire, or banding. Angle iron can be used to secure hood/trunk but cannot be larger than 6" x 3" and is limited to (6) on hood and (6) on trunk, using bolts no larger than ½" bolts per strip. Chain, wire, banding or angle iron method is okay to wrap around bumpers. IF YOU CHOOSE TO, trunk seams CAN be solid welded without any other reinforcement and no parts can be secured to the bumper if you choose to use this method instead of using chain, wire or banding.
- Trunk MUST have a minimum of (1) 12" x 12" cutout for tech inspection. Trunk pans must be visible, no mats, metal, carpet, etc. allowed in trunk. Extra methods may be used for trunk inspection at the discretion of the tech inspector.
- Stuffing of the door(s) is not allowed, bore scoping is a method of verification, at the discretion of tech.
- ALL doors can be welded solid, on the outside ONLY. The backside of the door panels and seams must be visible from the inside of the car to verify. Should you choose not to solid weld, the doors must be secured by using chain (no larger than 3/8"), wired (no larger than #9), or using 3" x ¼" straps, no longer than 6", spaced 6" or more a part.
- NO ALL-THREAD in the rear of car, period.

## BUMPERS

***BUMPER HEIGHTS ARE GOING TO BE STRICTLY ENFORCED :***

**FRONT: 24" MAX TO THE BOTTOM OF THE BUMPER.**

**REAR: 15" MIN TO THE BOTTOM OF THE BUMPER.**

- Any year OEM car bumper is permitted. You can cut bumper ends for clearance, bending of bumper ends is ONLY allowed IF you have a completely stock bumper with all stock components.
- 4" x 4" x ¼" square tubing can be used instead of factory bumper but, MUST have ends open to see all the way through and MUST be covered with a factory car bumper skin.
- Bumper brackets may be re-bolted.
- You can weld bumper to bumper shocks and shocks to brackets. You can weld the bumper to the brackets for non-shock applications. Brackets cannot be modified in anyway, must remain stock.
- Swapping of bumper brackets are allowed, from car to car only. If welding the brackets, they can only be welded to the first 6" of the frame.
- Bumpers can be welded directly to the frame but, choosing this option you forfeit using any bumper shocks or bumper brackets.

- Bumpers CAN be chained (no larger than 3/8") or wired (no larger than #9) to the body of the car. If chains or wire from bumpers pass through the hood or trunk, they will be counted as a tie down.
- Bumpers CANNOT be welded to the body.
- Bumper skins can be welded but, no additional metal can be used.
- Stuffing of the bumpers is NOT allowed and will be strictly enforced.

## **DRIVETRAIN RULES**

### **ENGINE**

- Engine swapping between manufacturers is allowed.
- Frames and crossmembers cannot be strengthened with mounts.
- A simple lower cradle with a pulley protector is allowed.
- Motor mounts can be bolted or welded to the crossmember only.
- One engine chain per side can be used but, must be bolted to an existing factory hole or wrapped around the frame only.
- Exhaust can exit underneath the car or straight up through the hood.
- An air cleaner must be used, no open carbs allowed.
- Radiators must remain in stock location with no added reinforcement. Closed loop systems are allowed with a simple hose to hose connection.
- Any type of fan is permitted, must follow safety rules.
- Cooling system is limited to water ONLY. No antifreeze allowed, cars must be drained of all antifreeze before arriving to the track.
- Maximum (2) batteries per car. Batteries MUST be securely mounted with metal only to the passenger side floorboard and covered with a rubber mat.
- Distributor protectors are permitted.
- Fuel cells or approved marine style tanks are to be used. No gas cans permitted. Tanks must have secure and leak proof fittings.
- Fuel tanks must be located behind the front seat and must be fastened with metal ONLY. No plastic or zip-ties allowed! Mounting of the fuel cell CANNOT reinforce the car in any way!
- Fuel tank must be covered with a rubber mat or removable metal cover.
- Electric fuel pumps are permitted but, MUST have a clearly marked kill switch. All fittings and hose clamps must be secured and tight.
- Any fuel type is permitted; not exceeding more than 10 gallons of gas in the car.

### **TRANSMISSION**

- Transmission swapping between manufacturers is allowed.
- Factory transmission crossmembers must be used.
- Transmission braces are NOT allowed.
- Aftermarket shifters, gas pedals and throttle linkages are allowed.
- Transmission coolers must be properly secured inside of the car and is not allowed to strength the car in any way.

### **SUSPENSION AND REARS**

- Any rear end is allowed. Rears may be locked.

- Chaining of the rear is permitted but, MUST be bolted. Chain has to be freely moving, cannot be bolted and/or welded to the frame of the body of the car. Suspension must still move!
- Suspension may be raised by using torsion adjustments, spring spacers or blocks. Suspension MUST still move, no solid suspension ALLOWED. Strictly enforced.
- No suspension conversions except airbags to coil springs. Trailing arms are to remain stock and in stock location serving the stock purpose.

## **BRAKES, STEERING, AND TIRES**

- MUST have working brakes.
- Steering MUST remain stock. Tie rod modification is allowed.
- Any tire allowed.
- Any and all wheel weights MUST be removed.

## **CONTACT / QUESTIONS**

If you have a question about your build, contact us for clarification. We want to avoid turning cars away at the event that won't pass tech. These rules are written with a lot of advantages and abusing them is not worth the risk of not passing tech.

Questions or concerns can be directed to Travis Meehan at [madmanmeehan@gmail.com](mailto:madmanmeehan@gmail.com). Please allow up to 24 hours for a response.

