

WIRE CLASS 1/1/2026

This class is for old iron and Metric cars

OFFICIAL DISCRETION & DECISIONS ARE FINAL!

Vehicles may be re-inspected at any time before, during, or after the show.

NOTE: If you break any of these rules and we feel you're being deceptive to create an advantage while doing it, you won't participate. You won't get any options to fix it.

You must be at the check-in area by noon!!!

We have had to many people take advantage of showing up at the last minute. We hope this will get us done with inspections a little earlier.

YOU WILL HAVE 2 HOURS FROM THE END OF YOUR 1ST INSPECTION TO PASS OR BY 4PM. IF

YOU ARE NOT FLAGGED BY 4PM OR IF YOU DO NOT PASS, YOU MAY BE DISQUALIFIED!

No 2003 and newer Vics

You **ARE NOT** allowed to drive '73 or older Chrysler Imperials, LeBaron's, Ambulances, Hearses, Convertibles or Limousines.

Aftermarket parts allowed: Metal gas tanks, transmission coolers, fuel coolers, brake & gas pedals, shifters, battery boxes, steering columns up to the steering box, drive lines, driveline brakes, lower saddle cradles, factory-style motor mounts pads, motors, seats, & seat belts.

If it is NOT listed below, either don't do it or call first! If you have any questions, PLEASE contact us before you cut or weld.

GENERAL PREPARATION:

- 1) Remove the following, prior to entering the fairgrounds: windows, plastic bumper covers, headlights, tail-lights, all chrome, **all pot metal, door handles**, and mirrors. Interior must be swept clean of debris and glass.
- 2) **Rust will be handled on a case-by-case basis, and we will use our weld rules for repair areas.**
- 3) When using a chain, it can only be a max of $\frac{3}{8}$ " diameter. If using wire, then only 3 strands of #9 from TSC, ACE, or similar are permitted. Washers may not be used to reinforce a hole you run wire or chain through.
- 4) Under the hood, you may take plastic fender wells out, strip plastic and any other unneeded parts. Battery must be mounted inside of the car securely and safely but cannot reinforce the car. You may need to lengthen the cables to reach it.

FRAMES:

- 1) **DO NOT CUT, SHAPE, MANIPULATE, WELD OR ALTER ANY PART OF THE FRAME IN ANY WAY OTHER THAN WHAT IS LISTED! YOU WILL BE LOADED, NO EXCEPTIONS**
- 2) You may cut the off the front engine cradle nub
 - a) You may dimple or cut the frame within one foot of the rear bumper bracket but **CANNOT** preb-end/tilt the frame rail. Cuts cannot be rewelded.
 - b) You may weld the bumper brackets following the bumper rule below.
 - c) You may only square off the frame if it is not already square, for bumper mounting purposes. No intentional shortening of the frame. Call if you have questions.

DOORS:

- 1) Doors may be secured in 8 places per door in one of 3 ways: **You may mix options.**
 - a) Using one wrap or chain per hole.
 - b) Using 3 strands of wire per hole.
 - c) Weld (1) 4"X4" strap (Doors Only)
- 2) The wire or chain at the bottom of the doors may go around the frame.
- 3) Driver door may be reinforced, but if reinforcement is on the outside or inside, do not overlap the door seam by more than 3".

4) WINDOW BARS:

You may do one of two options on the front window only:

- 1) TWO pieces of chain or wire only must be used in the front window for your protection.

- 2) **USE (1 or 2) 2"x2" square tubing that can go from the halo bar to the top side of the dash bar and no portion may extend past the dash bar.**

TRUNKS & HOODS:

- 1) Trunks and hoods can only be chained or wired with no more than 8 total places in each. You may use a chain, or 3 strands of wire per place. 2 of these places are permitted to go around the bumper and/or frame.
- 2) You may be asked to open the hood for inspection if the inspector deems necessary to inspect properly.
- 3) Please create a minimum of two 12" holes in the hood for fire detection.
- 4) Trunk lids must have a 12"x12" hole cut in it for inspection purposes! **Cut outs may not be rolled or bolted. One-fold to protect from cuts is allowed**
- 5) Deck lids and/or tailgates must be in factory position on the car. You cannot smash down or remove the speaker deck from the car.
- 6) **You may tuck your trunk lid with one single 90-degree bend, or you may cut the rear of the trunk lid off or remove it if you choose to.** Do not wedge, pre-bend, notch, fold, or anything else you can think of to modify the trunk, hood, quarter panels or fenders.
- 7) No welding washers to the body when using wire or chain.

Note: You do not have to run a trunk lid or hood, but you must have something covering the mechanical fan if you run one. The rear frame behind the humps may be dimpled or notched and at no time can this be re-welded.

BODY:

- 1) **DO NOT TUCK, WEDGE, PRE-BEND, NOTCH OR FOLD ANY PART OF THE BODY, HOOD OR TRUNK OTHER THAN WHAT IS SPECIFIED FOR THE TRUNK LID ONLY! IF YOU CREASE THE BODY OR HAMMER THE BODY OR FRAME (other than what is specified), BE PREPARED TO CHOP THE WHOLE AREA OR MORE.**
- 2) Cut outs and trimmed panels may not be rolled or bolted. One-fold to protect from cuts is allowed.
- 3) ALL body bolts, mounts, and washers must be factory stock: No altering permitted. If they are broken or rusted off, then you may add 3 loops of wire in the immediate area to secure the body just as the bolt did.
- 4) Core support must remain stock for that car and in the stock location.
- 5) No ALL-thread may be used.

CAGE:

- 1) You may have a 4-bar cage. A 62" door bar is the max length, and that includes the dash and seat bar.
- 2) You must have a roll over bar that runs perpendicular to the door bars and can bolt or wire to the roof in 2 places, or an upright bar that goes from rear seat bar to the middle of the roof. Must be welded to an 8" plate on the roof.
- 3) Cage bars cannot be any larger than 6".
- 4) You may have a center bar from dash to seat bar. It must be 4" off of the floor
- 5) For safety, you may add (2) down bars. (1) bar on driver side and (1) bar on passenger side.
 - a) **Down bars must land within the inside front door seams.**
 - b) Down bars can be a MAX of 3"x3" tubing and must be only to the sheet metal with a 5"x5" landing pad and must be vertical.
 - c) Down bars must be a min of 4" away from a body mount.
- 6) Gas Tank protectors are allowed. However, they must be 6" away from all sheet metal.

BUMPERS

- 1) Bumper swaps are permitted by using a factory OEM bumper or a straight piece of flat square tube measuring 5"x5"x3/8" with a max length of 70".
 - a) **For safety reasons, if using tubing please cap the ends but have a 3/4" hole drilled into ends to verify it's hollow.**
 - b) **Factory bumpers may be seam welded only. NO stuffing or reinforcing of the bumper.**
- 2) **You may hardnose but you MAY NOT shorten the frame, besides to square off for bumper mounting purpose only. Call with questions.**
- 3) **If using existing factory front bumper brackets bolted in factory location, it may be welded in the first 6" from the front of the frame to help the bumpers stay on.**

- 4) Shock tube may be compressed and welded.
- 5) On a car without factory or missing bumper brackets:
 - a) You may **ONLY** use one 6"x4"x1/4" flat plate welded to one of the four sides of the frame **ONLY**.
 - b) This bracket may NOT extend past 6" from the front of the frame.
- 6) **Rear: Brackets must follow same rules as front brackets**
- 7) Max front bumper height is 25". This will be measured from the **TOP** of the bumper.
- 8) **Rear bumpers must be at least 16" to the bottom of the bumper.**

DRIVE TRAIN:

- 1) Engine/transmission:
 - a) You may run any engine and stock transmission combo. **No alcohol allowed.**
 - b) You may use a lower cradle. It must connect to the engine crossmember only.
 - c) You may use factory mounts or factory like aftermarket style motor mounts and weld them solid. You may only weld them to the engine crossmember only.
 - d) If using a lower cradle there must be a **1"** gap from the furthest point of the back of the engine to any part of the firewall.
 - e) You may weld your lower cradle directly to engine crossmember only, with no more than 8" of attachment per side.
 - f) **Some cars will require a mounting plate. You may only weld up to an 8" x 8"x3/8" plate to the engine cross member to mount the lower pads. These plates must be a minimum of 2" away from the frame rails.**
 - g) Headers may have a cross support above the carburetor only.
 - h) Only OEM factory transmission crossmembers must be used, and the crossmember must be bolted in, not welded.
- 2) Firewall may be cut out or pounded back behind the distributor
- 3) NO steel bell or transmission braces allowed!!!
- 4) Shifters are allowed.
- 5) Transmission coolers are allowed.
- 6) May use aftermarket gas and brake pedals. May be bolted to sheet metal only.
- 7) Metal fuel tanks only. Must be mounted in the back seat area. **No plastic tanks allowed!!!**

Rear-ends:

- 1) You may use any OEM factory 5-lug housing. May not be braced and no axle savers. **No Postal Mopar-type "stock appearing" rear ends can be used.**
- 2) Rear ends must mount into the original factory location using the factory mounts, brackets, and hardware. **NO REINFORCEMENT** will be allowed.
- 3) **Aftermarket axles are allowed but no modifications of the tube ends are allowed.**
- 4) GM'S may run (1) piece of 3/8" standard chain from rear end around the frame OR (2) strands of #9 from rear end to frame, nothing thru body (# 9 wire can have (2) loops, (4) strands together in center twist only.)
One or the other (can't do both) - do not attach to the frame; just loop the frame.
- 5) Mopar's may use a U Bolt with (2) washers and one chain single wrapped to chain their humps.
- 6) You may use a slider driveline.
 - a) **You may use a BOLT ON pinion brake only: it CANNOT be attached to the axle tubes or strengthen the rear end.** <https://postalmopar.com/product/gm-10-bolt-brake/>

COIL SPRING CARS

- 1) **Lower control arms on coil spring cars may be shortened and butt-welded with no filler or reinforcement. Coil springs may be fastened to the axle only.**
- 2) **Rear coil springs may be doubled or swapped with passenger car springs and weld to the axle tube mount only.**

LEAF SPRING CARS:

- 1) **Leaf springs must be stock to what came on that car originally. Here are the links to the specs.**
 - a. **Link to Mopar=** <http://www.stengelbros.com/suspension-springs/leaf-springs/passenger-car-auto-leaf-springs/chrysler-leaf-springs/chrysler-300-newport-new-yorker-leaf-springs/>

- b. Link to GM= <http://www.stengelbros.com/suspension-springs/leaf-springs/passenger-car-auto-leaf-springs/chevrolet-passenger-car-leaf-springs/chevrolet-full-size-wagon-71-77-leaf-springs/>
- c. **You cannot stack springs; stagger must follow the specs in the links above.**
- d. **You are allowed (3) clamps; (2) behind the axle, (1) in front. 2" W X 4"L X 1/8" T using TWO 3/8 bolts per clamp**

TIRES & WHEELS:

- 1) Air filled tires only.
- 2) You must start with a stock wheel.
- 3) No bead locks or full wheel centers.
- 4) **You may have a 2" bead protector/ lip guard.**
- 5) Small wheel centers can be no larger than 8" in diameter.
- 6) Valve stem protectors are allowed.

STEERING & SUSPENSION:

- 1) Steering and suspension components must be the factory parts that came on the car, or the parts must be replaced with box store replacements. No purpose-built parts can be used in place of OEM parts. Twist-in coil spring boosters can be used to achieve bumper height.
- 2) **A-Arms may not be welded down. They may be chained with a single wrap of chain around the exterior of frame and A-Arm.**
- 3) You may use an aftermarket steering column.
- 4) **You must use the STOCK tie rods, but you can use one piece of 8" long by 1"x 1" piece of angle iron only to secure them in place of the adjustment bracket.**

PRE-RAN CARS:

- 1) Pre-ran cars ARE allowed: They MUST be built to the rules.
- 2) **#9 wire may only be added minimally to pre-runs in order to hold something together. Excessive wiring to strengthen the car will be removed.**
- 3) YOU MUST HAVE AN OBVIOUS FRAME DAMAGE TO BE ABLE TO PLATE YOUR CAR. If we can't see obvious frame damage, you will be required to Remove the Entire Plate and all welds to run.
- 4) IF SHOWING UP TO A SHOW WITH A PRERAN, TEXT A PICTURE TO THE HEAD TECH AND WAIT FOR A RESPONSE BEFORE PLATING. KEEP YOUR TEXT.
- 5) To be clear! FRAME MUST HAVE A VISIBLE KINK IN THE FRAME IN ORDER TO USE A REPAIR PLATE! Visible means we can see it from a distance, not chipped paint, close up view with a microscope, small bubble etc.

FIX-IT PLATES:

- 1) You may have up to (6) plates total; Plates must have a min of 1" between them including the welds.

PLATE SIZES

- 1) There are two options for plates this year. You may only choose one or the other, not both.
 - a. **You may use a 4"x6"x1/4" plates**
 - b. **You may use a 6"x6"x1/8" plates**

**IF YOU HAVE QUESTIONS, TEXT FIRST BEFORE YOU CALL,
PLEASE SEND PICS WITH COMMENTS TO THE INSPECTION TEAM.
WE WILL CALL YOU BACK AS SOON AS WE CAN,
PLEASE ALLOW 24 HOURS FOR A RESPONSE.**

**YOU CAN REACH OUT TO RENNY 208-604-4062 OR
BRENT 208-604-5573**

RULES OF COMPETITION

- 1) No intentional hitting the driver's door (must be determined by TWO track officials unless it is deemed blatant). If you hit a driver's door under power, you will be disqualified from the heat and lose your place standing.
- 2) No sandbagging. (Determined by track officials).
- 3) No intentional hitting of a non-flagged car.
- 4) Each driver will have 90-seconds to make a hit.
- 5) No team driving.
- 6) Track officials may stop a heat at any time if unsafe conditions should arise. An effort will be made to rectify the issue at which point the heat will resume.
- 7) The definition of a hit is as long as your car is running and able to make a hit unassisted in a forward or reverse motion under power.
- 8) Must be 1/2 car length or more.
- 9) Car-rocking will not be considered a hit! Drivers must wear a D.O.T. approved full-face crash helmet. (No add on chin guards).
- 10) Drivers must always stay in their safety belts during the competition with your helmet on, even if you are out of time.
- 11) As cars will be staged for the event, there will be no tampering of the opponent's vehicles. Anyone caught tampering will be disqualified from this and any future events. This applies to your whole crew.
- 12) Eye protection is required. Neck braces are highly recommended.
- 13) No pit crew members are allowed in the arena to help remove your car.
- 14) Drivers may NOT provide their own tow vehicle.
- 15) You must wear long pants and a long sleeve shirt.
- 16) You may not wear shorts and/or open shoes while driving in the competition. Fire suit is optional.
- 17) Any instances resulting in a tie Money will be split. Trophy will be flipped for, with a coin toss.
- 18) If your car is rolled on its side or flipped over, you will not be allowed to compete any further in that heat; however, your time continues as if you were stuck. This will be discussed further in driver's meeting.
- 19) If you have two (2) fires of any kind that need extinguishers to put it out, you will not be allowed to compete any further in that heat; however, your time continues as if you were stuck. If you must be removed from your car for safety reasons your time will continue to run out accordingly.
- 20) Once you are timed out or disqualified you may not help other drivers. Both you and the driver you assist will be disqualified for the heat.
- 21) All official's calls are final. If you disagree with a call: sorry, arguing with an official or member of the staff or other drivers are grounds for disqualification. No calls will be overturned.
- 22) No hot rodding in the pits or you will be disqualified. This will be strictly enforced.
- 23) Un-sportsman like behavior will not be tolerated and will result in disqualification and may also result in removal from grounds.
- 24) No alcoholic beverages will be allowed! Any driver or pit crew member who has consumed or is consuming alcoholic beverages before or during the derby will be disqualified. NO EXCEPTIONS.
- 25) Each driver must submit a completed entry form, either online or by mail, along with the required entry fee on or before the entry deadline. Entries are non-transferrable and entry fees are non-refundable.
- 26) Drivers must compete in their respective qualifying heat to be eligible for the consolation, grudge match and Main Event.
- 27) Other than what has been specified above, no other alterations or interpretations of the rules will be allowed.
- 28) No obscene words or graphics are permitted on your vehicles: if you are questioning something you have in mind, give us a call.
- 29) Any decorations that are used must be made from cardboard or foam.
- 30) Be advised that by participating in this event you and your car may be filmed. You consent to the use of your image, likeness, voice and actions for photo, video, and print use, sale, and marketing without remuneration from the event organizers.