

4WD PROMOTIONS COMPACT RULES 2020

Changes for 2020

We are allowing aftermarket steering columns and pinion brakes.

COMPETITION RULES

- Any questions, **CALL FIRST**. Don't assume anything. The Officials decision is final.
- **THERE IS NO ALCOHOL IN THE PITS**. This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified and removed from the grounds.
- No hot rodding in the pits. Keep it at an idle.
- Drivers must remain in the vehicle with helmet, seat belt, and eye protection on at all times during the race.
- You must make an **AGGRESSIVE HIT** every 60 seconds.
- Sandbagging will not be tolerated. The fans pay to see a show, put one on for them!
- Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use your driver's door as defense, we will not enforce this rule. If you use your driver's door as defense repeatedly you will be disqualified.
- Any open door will be cause for disqualification.
- You are allowed one fire. A second fire during the same race will be cause for disqualification. You may return in later rounds unless officials deem your vehicle unsafe.
- In event of any type of fuel leak you will be disqualified and removed from track immediately.
- Team driving will not be tolerated.
- All cars are subject to a post-race inspection before prize money is awarded.
- If you feel that a competitor's vehicle has been built above and beyond what is allowed, you may protest the vehicle. You must be a driver to protest. The protesting driver must have competed in the same class as the driver he/she is protesting. Protest fee is \$100. This protest must take place immediately at the conclusion of the feature event. Fee must be paid to an official before any protest inspection will take place. If the vehicle in question is deemed to be illegal the protesting driver will receive the \$100 back. If the vehicle is found to be built within the rules, the driver of the protested vehicle will get the \$100.

ALL COMPETEING VEHICLES

- All vehicles **MUST** have approved seat belts. Track officials will be checking to make sure driver is properly secured before entering track
- All vehicles **MUST** demonstrate the ability to stop at all times. If your brakes don't work you will not compete.

- All vehicles **MUST** have a roof sign, Minimum 15" x 15", Maximum 24" x 24", contrasting colors.
- **NO PAINTING, BUFFING, OILING OR UNDERCOATING OF FRAMES. THESE CARS WILL NOT BE INSPECTED OR ALLOWED TO COMPETE.**
- **NO PROFANITY OR OBSCENE PICTURES ALLOWED.**
- **ALL GLASS, CHROME, MIRRORS, MOLDINGS, LOOSE TRIM, SEATS, ECT. MUST BE REMOVED BEFORE ARRIVAL AT THE RACETRACK. IF IT CAN FALL OFF, TAKE IT OFF!**

POST RACE REPAIRS (IF RUNNING HEATS)

- Unlimited #9 wire
- All cars will be re-inspected prior to feature

These rules are basic and easy to follow. If you don't see it in the rules then don't do it. If you have questions call/text/email. 4WDINSPECTION@GMAIL.COM 847-665-9887

COMPACTS

- Any year passenger car allowed. **108inch or less wheelbase.** No mini van's or SUV's.

BATTERIES

- Only 1 automotive type battery allowed. It must be relocated to the passenger compartment, and securely fastened and protected/covered.
- You may use an aftermarket or homemade battery box. It **MAY NOT** strengthen the vehicle in any way.

RADIATORS

- Any type automotive radiator may be used but **MUST** be mounted in stock position. You may compete without a radiator. If you choose to run without, you must run on water in engine block only.
- **NO RESERVE TANKS OR RADIBARRELS ARE ALLOWED.**
- You may add 1 piece of 1/8inch thick expanded metal to the core support in front of radiator. Nothing excessive. May only be on the front side of the radiator. It may be welded or bolted in. You may use six, 1-inch max welds or six, 3/8-inch max bolts with twelve 3/8-inch max washers to fasten. These may be attached to the core support only.
- **NO FULL RADIATOR ENCLOSURES OR FRAMES ALLOWED**

ENGINE

- You may run any engine in any vehicle. **6 CYLINDERS MAX**
- Engine must be mounted on factory rubber mounts.
- After market pedals allowed. They may not strengthen car in any way.
- Headers allowed

- Carb conversions allowed
- **NO PROTECTORS OF ANY KIND ALLOWED ON ENGINE**

TRANSMISSIONS

- You may run any transmission in any vehicle. Trans must be in a stock case. No aftermarket bellhousings or trans tails allowed.
- Trans must be mounted with stock crossmember.
- **On rear wheel drive cars only**, you may relocate the trans cross member.
- Crossmember may be relocated using 2x4x1/4 thick angle welded **OR** bolted to side of frame. If bolting, you may use two 3/4in max bolts per side to attach angle to frame.
- You may use one bolt 3/4in max to bolt crossmember to the angle **OR** the crossmember may be welded to the angle
- You may strap or chain your trans to the crossmember. These **MAY NOT** strengthen vehicle in any way.
- Aftermarket shifters allowed. **MAY NOT** strengthen vehicle in any way.
- Trans coolers are allowed. **MAY NOT** strengthen vehicle in any way.
- **NO PROTECTORS OF ANY KIND ALLOWED ON TRANSMISSION**

FUELTANKS

- You **MUST** relocate the fuel tank to inside the passenger compartment.
- Aftermarket fuel tanks are recommended.
- Tanks must be securely fastened.
- Tanks may be fastened to floor sheet metal or cage.
- Tanks **MAY NOT** strengthen vehicle in any way.
- All tanks must have a secure cap.
- All fuel lines must be covered to protect from punctures.
- Metal or braided lines recommended.
- Fuel tanks will be allowed a protector (see section on cages)
- **ELECTRIC FUEL PUMPS** of any kind must have a shut off switch that is clearly marked. In case of an emergency the switch must be easily accessible from outside the vehicle.
- Fuel system must be safe. Inspectors have final discretion.

REARENDS (IF RUNNING RWD CAR)

- ANY stock passenger car rear-ends allowed
- 5 lug max
- You may weld stock mounts to any rear-end (I.E. Chevy to ford/Mopar etc.) Weld may not be excessive.
- Gears may be welded
- Pinion brakes are allowed.
- No rear end bracing allowed.

DRIVESHAFTS (RWD CARS ONLY)

- Aftermarket or homemade driveshafts allowed
- Sliders allowed

REAR SUSPENSION

- Leaf spring vehicles must use stock springs for the year/make /model.
- Leaf spring vehicles may add 1 loop of #9 wire in 4 places on each spring.
- No other homemade spring clamps allowed
- No adding leaves.
- Coil spring vehicles may change rear coils; however, you must use rear springs.
NO FRONT SPRINGS IN THE REAR
- You may add 4 max store-bought twist in spring spacers per spring
- You may use #9 wire to hold the springs in. Wire may go from top coil to frame and bottom coil to rear end. Nothing excessive.
- You may change lower control arms; however, stock arms only. No reinforcing. No shortening.

FRONT SUSPENSION/STEERING

- **NO REINFORCING OF AXLE SHAFTS OR CV JOINTS**
- Must use stock front suspension for that year/make/model.
- No solid front suspension
- No homemade suspension components
- You may add 4 max store-bought twist in spring spacers per spring
- All steering components must be stock with exception of the column.
- Aftermarket steering columns are allowed
- You may remove the rag joint. You may bolt stock components back together with (2) 3/8inch max bolts.

FRAME

- **ANYTHING CAN BE REMOVED. NOTHING CAN BE ADDED UNLESS SPECIFIED**
- Frames are to remain factory original. No welding, bolting, or adding any substance/material to frames
- All frames will remain unpainted/undercoated
- No boxing of frames allowed
- No pinning of frames in any way. Only crossmember angle and stock components may be bolted through frames in stock locations
- All trailer hitch components must be removed

- You may add 4 loops #9 wire or chain 3/8 max between rear frame rails to keep rails together. **CHAIN MAY NOT BE WELDED**
- **NO CONTURING OR SHAPING OF FRAME IN ANY WAY**
- Rust repairs will be dealt with on a case by case basis. Contact an official before adding any patches.

BODY

- **NO BODY SHAPING/CREASING**
- You may not replace body bolts. They must remain stock with spacers intact.
- You may not bolt the body directly to the frame
- Rusted out or missing body bolts may be replaced with 1 loop of #9 wire
- Vertical door seams may be welded. 6 inches max of weld per seam. Drivers door may be welded 12 inches max per vertical seam. You may use strapping. 1/8 inch x 2 inch max.
- If you choose not to weld you may use #9 wire or chain to secure doors. Vertical seams only. 4 spots per vertical seam max. 3 loops of wire max, each spot. 1 loop 3/8 chain max, each spot. None may go around the cage in any way.
- If you are using wire you may weld 1 inch max store-bought washers to doors/fenders. 8 washers max per seam. (4) 1/2 inch welds per washer.
- You may run with the windshield intact.
- If you remove the windshield you must have at least 1 piece of wire or chain from roof to cowl. You may have a max of 2. Chain links may not be welded together to create a solid bar. Neither may strengthen car in any way.

HOOD

- You may add 2 pieces of threaded rod, 3/4 inch max through the front core support and through frame. 5 nuts max per rod. 5 washers max per rod. Store bought nuts and washers only.
- You may use one homemade washer per rod. On top of hood only. 5 inch x 5 inch max. 1/4 inch thick max.
- Hood may be secured in 6 spots total. If using threaded rod in the core support these will count as 2 spots.
- For the other 4 (or all six if not using threaded rod) you may use 2 loops #9 wire. 1 inch store bought washers may be welded with (4) 1/2 inch welds onto hood and fenders. Outside skins only.
- Hoods must be open for inspection
- You must have 2 holes in hood on both sides of carb in case of fire.
- If the vehicle is equipped with mechanical fan you must have the hood on to compete or the fan must be removed.

TRUNK

- Trunk must be open for inspection.
- Trunk may have a single 90-degree bend. It may be tucked after inspection.
- Trunk may be secured in 6 spots total. 2 loops #9 wire per spot
- 1inch max store-bought washers may be welded with (4) 1/2inch welds. 2 washers per spot. Outside skins only.
- Speaker deck must remain in stock location. No lowering or removing
- Rear body panel must remain vertical and trunk seams must remain in stock position

BUMPERS

- Any factory bumper will be allowed front and rear
- You may use tubing in place of bumper. 4x6x1/4in thick max
- **Front** bumpers may be loaded
- You may not add anything to the outside of the tubing or bumper.
- Bumpers may be welded directly to frame.
- On the **FRONT** you may weld a strap 2x6x1/4inch from frame to bumper. 1 strap per side. May not act as a kicker in any way. You may also use 3 loops of #9 wire or chain 3/8 max in 2 spots going from bumper to core support. None may cross in front of radiator. Chain may not be welded to form a bar.
- Bumpers may not extend past fenders. Trim to fit.

CAGES

- Cages are for **DRIVERS PROTECTION ONLY.**
- You may weld in 4pt Square cage
- Cage must be 6 inches minimum off floor at lowest point
- Door bars may not be longer than 60inches
- Seat bar must be no further than 6 inches behind the driver's seat.
- Halo bar may be attached to the top of cage only.
- You may bolt halo to roof in 2 places. 1/2inch max bolts. No welding to roof
- Your allowed 1 down bar per side. These may go to floor sheet metal only. This is for driver protection only. Nothing can be welded to frame.
- **NO KICKERS.**
- A gas tank protector is allowed if mounting tank to cage. May be welded or bolted to seat bar. (4) 1/2inch max bolts. If the tank is mounted to the floor, no protector is allowed.

- Gas tank protector may be no larger than 24inch wide. Must be minimum 3 inches away from any sheet metal at start of show.

WHEELS AND TIRES

- Any off-road or highway-approved tires are allowed
- No tires taller than 30inches.
- No paddle tires
- No split rims
- Doubled or tubed tires recommended
- Wheel weights must be removed inside and out
- Valve stem protector allowed
- Weld in centers allowed
- No bead locks or bolted/screwed tires
- 5 lug max pattern