

Anniversary Class Rules

General:

- Any American-made sedans or wagons ONLY. No limos or hearses.
- Helmet, seat belt, long sleeves/pant and eye protection must be worn at all times on the track.
- Any questions call first. If it doesn't say you can, don't do it.
- Cars must be stock unless started otherwise below.
- ABSOLUTELY No painting of the frames.
- May have a 12" x 12" roof sign that does not strengthen the car in any way.
- Car must be swept clean of debit & glass before coming to event. The following must be removed prior to entering the fairgrounds: windows, headlights, taillights, all chrome and mirrors.
- JUDGES DECISION IS FINAL. All cars are subjected to re-inspection at ANY time.

IF IT DOESN'T SAY YOU CAN DO IT, THEN DON'T DO IT! ONLY MODIFICATIONS ALLOWED ON CARS ARE OUTLINED IN THE FOLLOWING RULES.

Frame and Bumpers:

1. Trailer hitches and braces must be removed.
2. No frame welding other than what is stated in the rules.
3. No seam welding on frames permitted.
4. No tilting OR COLD BENDING of frames will be permitted.
5. Any factory style or aftermarket front bumper permitted. No loading, plating, or welding of bumper allowed other than what is stated. You may weld the bumper to shock plate and weld the bumper shock where they collapse there must be at least a 1" gap between bumper and frame if using a factory bumper shock. Bumper may be welded directly to frame but if this is done shock must be removed completely. No adding metal to frame. On the back side of bumper where shock would mount, you may use a ¼" X 6" X 6" piece of flat metal to create a flat mounting surface.
6. Rear bumper must be a rear bumper, no front or homemade bumpers. No loading or plating of rear bumper. Bumper brackets must be in factory location and can be welded to frame. WE DO NOT WANT YOUR BUMPERS FALLING OFF.
7. Bumpers cannot be higher than 22" to bottom of bumper or lower than 14" to the bottom part of the frame.
8. On cars without leaf springs, you may have a 6" X 20" hump plate this may be straight across or contoured to the frame and must be centered in the hump.

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Body and Cage:

1. Doors may be welded with no thicker than $\frac{1}{4}$ " x 3" material or can be fastened shut with #9 wire or banding. Drivers door may have a door skin no thicker $\frac{1}{8}$ " and may be welded all the way around.
2. Trunk lid must be from the make of the car and must be a trunk lid (no hoods). Deck lids may be welded with 3" X $\frac{1}{4}$ " plate. Speaker deck must remain intact. Deck lids MUST be in original position on factory hinges. A 14" x 14" inspection hole must be put in all deck lids. Pre bending of quarters and trunk allowed to help the car roll.
3. You may use 4 double strands of #9 wire, 2 on each side of trunk, that can go around the frame.
4. Hood- wire ONLY. 8 double strands of #9 wire, 2 may go around bumper and or frame. Hoods must be open for inspection. (12" x 12" hole over carburetor).
5. Factory body bolts may be changed to $\frac{5}{8}$ " bolts, there must be a 1 "gap between body and frame you can use steel spacers, hockey pucks, or stack of washers - nothing used may be bigger than 3" in diameter. Body washers inside of car can be no bigger than 3" in diameter. The front 2 body mounts may be 1" all-thread and extend up through the hood.
6. No seam welding will be permitted on body. Repairing sheet metal is limited to where the battery box and gas tank and driver's area of the floorboards of the car. Some rust repair is permitted do not go overboard.
7. You may have a bar in the dash area and a bar behind the seat with bars connecting the dash and rear bar on each side. Side bars must be inside of car not inside of doors. Roll over bar is encouraged. Gussets permitted in corners of cage must be done at corners only. No bigger than 4" in diameter bars no longer than 60" and you can use a $\frac{1}{4}$ " X 10" X 10" plate to attach bars to the sheet metal. No down legs permitted. You may have a gas tank protector no wider than 32" may touch the package tray but may not be attached in any way.
8. Kicker bars may be welded from the dash bar to the frame BEHIND the A-arms. You may use 2"x 2" x $\frac{1}{4}$ " tubing or pipe. Must be welded on top of frame.
9. Original gas tank must be removed and replaced with a boat-type tank or fuel cell. Moved inside of car behind driver's seat but no further back than rear axle. Batteries must be moved to passenger side floorboard and securely fastened these must be covered with a rubber or non-flammable material.
10. You may use expanded metal no thicker than $\frac{1}{8}$ " OR a factory air condenser on core support in front of radiator this may be attached with 4 - $\frac{3}{8}$ " bolts or 4 - 1" welds.
11. You may have 1 front and 1 rear window bar that cannot be any thicker than 3" X $\frac{1}{4}$ ". These may attach to the sheet metal no more than 6" on roof and deck lid.
12. You may have 4 - $\frac{1}{2}$ " bolts per wheel well.

Suspension:

1. You can weld front a-arms down using a $\frac{1}{4}$ " X 2" X 4" piece of steel front and back side of a-arm. No other weld is permitted on a-arm.
2. No spacers or other metal permitted in, on top of, or around coil spring inside of frame on front coil springs.
3. Rear coil springs may be wired or chained. Solid suspensions are ok. All suspension components must remain factory stock no modifications will be permitted. Cars do not have to bounce.

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Front coil springs must remain stock car coil springs. You may use 1" all thread for shocks no bigger than a 3" washer and it must be standard nuts.

4. Leaf spring cars must remain factory springs. You cannot change coil spring to leaf spring set ups. A maximum of 4 leaf clamps are permitted. Must be 3 or more inches apart.
5. Any tire may be used. No rim protectors or bead protectors allowed. You may weld a valve stem protector on rim.
6. If you run a sway bar it must be mounted in the factory position the ends can be heated and bolted to the a-arm with no bigger than a ½" bolt. Must have a 1" gap from pulley protector.
7. All suspension components must remain factory. This includes ball joints, tie rods, pitman arm, and drag (center) link. You may reinforce factory tie rods.

Engine, Transmission, & Drivetrain:

1. Any car motor of choice is permitted.
2. NO DISTRIBUTOR PROTECTORS. LOWER ENGINE CRADELS AND PULLEY PROTECTORS ARE PERMITTED.
3. MUST USE STOCK TYPE RUBBER BUSHINGED MOUNTS ZTR MOUNTS OR EQUIVALENT PERMITTED.
4. If car does not have a lower engine cradle you may use ONE chain per side, going down TWO lengths welded 3/8 chain to cradle under engine not the frame. If Engine has lower cradle no chains permitted.
5. Transmission cross member can be a factory one or a 2" X 2" square tubing only, must be straight. MUST USE FACTORY STYLE RUBBER TRANSMISSION MOUNT.
6. Any stock 5 bolt rear end permitted. No rear end protectors. Must use STOCK trailing arms.
7. Trans braces and aftermarket bell housings or tail shafts are NOT permitted. Slider driveshafts are permitted.
8. Aftermarket gas pedal, brake pedal, steering column, shifter, and trans cooler are permitted these must not be mounted in a way to strengthen car.

ANY QUESTIONS CALL TIM CLARK (740) 857-2033

WE HAVE THE RIGHT TO RE-INSPECT, CUT OR DRILL ANY CAR AT ANY TIME

IF YOU ARE CAUGHT BREAKING THE RULES YOU WILL FORFEIT ANY AND ALL WINNINGS AND OR PRIZES YOU WERE AWARDED. NO REFUNDS ON ILLEGAL CARS.