



**If you have any questions or concerns, please contact:
Jeremy Gulley (845) 887-4117 or blausen_4@yahoo.com**

IMPs Vs. The World

GENERAL

1. Any year foreign or domestic mass-produced 2 or 4 door hard top car or station wagon is permitted. No open roof cars.
2. All cars must have an identifying number or slogan (aka) displayed on each side and the roof. The numbers must be large enough to be seen from announcer's booth.
3. STOCK MEANS STOCK! These cars are to be considered STOCK unless specifically mentioned in these rules. No altering, swapping, welding or manipulating parts unless specifically mentioned. Patching and rust repair will be allowed only if cleared by head official.
4. All decisions of the judges are final!

STRIPPING

1. ALL unnecessary glass, plastic, chrome moldings and flammable materials must be removed. No broken windows in doors.
2. The car must be clean and free of loose debris in the driver's compartment and the trunk.
3. Drain air conditioners and radiators. Rubber hoses must be cut or removed prior to arrival at the track. All trailer/towing hitches must be removed.

CAGES

1. Bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. They must be at least 5" from the center of the fire wall/mid plate/DP/Engine and 5 inches from the floor at any point including transmission and driveshaft tunnels. The back bar may not be any further back than the kick panels. Front bar may not contour the body. It must run straight across. All bars MUST be inside the driver's compartment except roof bar. All cage bars must be a minimum of 2" x 2" x 1/8" and be no bigger than 3" X 3" except side bars. Side bars may be C-channel up to 6". Side bars be no more than 60" total. If side bars are used, you MUST have both front and rear cross bars. If side bars are not used, mounting plates not exceeding 1/4" X 6" X 6" may be used on the ends of the seat bar and dash bar. Two 2" x 2" down bars will be allowed from the cage and must be bolted and welded to the body (cannot attach to the frame). Down bars must remain in front of the

rear crossbar and must remain straight up and down. You may use a 4" x 4" plate where the down bars attach to the body. This is for driver's protection only. A roof bar (halo) may be used. It must go straight across and straight up and down and may be bolted or stitch welded with one inch welds in three places to the roof only. The halo must come off your rear seat bar. Max. 3" X 3" bars or 6" c-channel. IF YOU CAN NOT WELD THEN BOLT!!! The cage and roll over are for driver's safety ONLY may not strengthen the car in any way. 1 gusset per corner allowed, do not get carried away of you will cut it. No floating plates, 9 wire, chain, etc. can be used between the cage and frame or body except where stated.

2. ONE windshield bar or chain may be attached from the roof (no more than 3" up the roof) to the cowl area (no more than 3" below) on the front windshield area only to protect the driver. This may not be used as a strengthener or to keep a car from bending.
3. Roof Sign may not attach to the halo bar.

GAS TANKS

1. Tanks must be located behind the front seat and must be securely fastened with chains, bolts or both. ZIP SCREWS ARE NOT ACCEPTABLE. if you choose to use a frame for the purpose of mounting your gas tank, it may either be mounted to the seat bar OR bolted to the floor sheet metal. All gas tank frames/mounts may be no wider than 24" and must start and end 4" away from vertical sheet metal on both used and fresh cars. Additionally, gas tank mounts may not be used as a technical advantage on a car.
2. You may run an electric fuel pump, but it must have a kill switch that is clearly marked. Please use fittings or good hose clamps and make sure they are tight.
3. No more than 5 gallons of fuel allowed. Any gas or fuel may be used.

BRAKES & STEERING

1. A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during an event will be disqualified. Pinion Brakes are included.
2. Steering may be altered from the steering box to the steering wheel.
3. Tie rods, center links or any other steering component must remain factory.

TIRES & RIMS

1. No studded tires. No liquid or concrete filled tires. Any ply rating, doubled, etc. will be allowed. Rubber tires only. Foam filled tires will only be allowed on non-drive wheels.
2. All wheel weights must be removed, including on the inside of the wheels.
3. Valve stem guards and variable lug centers will be allowed. Full weld in centers will only be allowed on NON-DRIVE wheels.
4. No bead locks, rim guards, or other protectors.

BODY & FRAME

1. ALL BODY MOUNTS MUST REMAIN IN STOCK LOCATIONS, but bolts may travel through the top of floor. Body mount bolts may be replaced with maximum allowable size being 3/4" and max length is 8" and A washer that no larger than 1/4" x 4" x4", may be placed on the top (inside car where bolt sticks through floor) and bottom of body mount bolts inside of

frame. No welding washers to car body or frame. A Maximum of 2 extra body mounts may be added at any location you choose. K-member and subframe mounts will be considered body mounts. You are Allowed to suck body tight to frame with no spacer.

2. Notching and pre-bending will be allowed. Do not weld notches back together. Creasing and enhancing body lines will be allowed for this class only.
3. You will be allowed one 3/8" chain in the back window area. It is to be BOLTED not more than six links up onto the roof and no more than six links onto the deck lid. It can be fastened with as many as three 3/8" bolts and washers on the roof and three 3/8" bolts on the deck lid.
4. You are allowed Four spots of #9 wire sheet metal to sheet metal only INSIDE the car, no more than double wrapped. You will also be allowed 2 spots of 9 wire that can go around your Frame in this class only.
5. No post cars will be allowed one 1/4" X 4" strap directly on the door seam to the roof it can be welded no more than 3" up the roof line and no more than 3" down the door.
6. A 1/4" thick plate may be used to skin the outside of the driver's door or inside the car welded from the cage to the rocker.
7. Wedging or tucking of trunk lid will be allowed. Trunk lids may be cut or bent to tuck. Quarter panels maybe Shaped and folded. If you tuck the trunk it must go straight up and down to the trunk pan. Trunk lid must be 12inch from the floor and have an inspection hole 10x10 inspection hole cut in it.
8. Do not paint or undercoat frames inside or out. Do not grind or buff frames.
9. Imperial subs may be used in subbed cars only. You will not be allowed hybrid frames. No subs in full frame cars.
10. You may weld top seem of frame 1/2 wide weld only .
11. Tilting will be allowed at fire wall only if you chose to cut the tabs on crush boxes you may reweld only the tabs not entire crush box . 03+ fords will be allowed a single tilt in front of the A Arms
12. You will be allowed to restub a preran car with factory make and model era correct frames only.

HOODS, TRUNKS & DOORS

1. Hood must have at least a 10" X 10" hole on each side of the air cleaner for fire personnel; Hood/Trunk cutout bolts may be used. Max. 6 per hole, no larger than 3/8" bolts and 1 1/4" inch washers. If you are using engine driven plastic fan, hood must cover fan and extend 6" past fan blade. Hood maybe secured in (1)Six spots with 3/8" chain (2) Six spots with three strands of #9 wire or (3) SIX pieces of no more than 2" angle iron no longer than 4" in length with one 3/8" bolt may be used. Any place a bolt passes through a tie-down is considered one spot.
2. Doors & trunk lids may be secured in four places per vertical seam with max. 3/8" chains, #9 wire (three strands), or weld three 1/4" X 3" X 3" patches per vertical seam. Location of chain, #9 wire or plates do not need to remain on vertical seams but must adhere to total count (i.e. - a sedan with 3 vertical seams will be allowed 12 total spots to be used at driver's discretion).

3. All hoods MUST open on stock hinges or removed completely for inspection regardless of cutout size. You cannot weld the hood directly to the car.
4. All rear inner decking panels must be removed from station wagons. All body seams must be visible for inspection whether it is a used car that is bent or a fresh car that is pre-bent.

BUMPERS

1. Any year OEM car bumper is permitted. You may cut or bend bumper ends for clearance.
2. You may use a loaded, seam welded bumper on the front ONLY. OR a 8" x 8" homemade bumper will be allowed. You will be allowed to put a point on the front of the bumper with a max depth of 4" carried across 32". The bumper cannot be any wider than the center of the tires and the ends must be capped - no jagged edges. The back of the bumper CANNOT go further back than the front of the FACTORY body mounts.
3. You may add two plates per frame rail on the front - max size of 3" x 12" x 1/4" to help keep the bumper on. These plates MUST attach to the back skin of the bumper. You cannot weld your frame to your sub-frame or to these extra plates. No welds can be past 12" from the back of the bumper skin at any point. All bumper welds may not exceed 1/2" wide and a single pass. ANY WELDS, EXTRA BOLTS, ECT. will be in violation of this rule and you will not have a chance to cut or fix it - it will be an automatic inspection fail and you will be loaded on the trailer. ANY abuse of this rule will get you loaded. Please call if you do not understand or have a question.
4. If hard nosing the front bumper, you cannot use any bumper shocks inside the frame rail. In this case, shocks may be moved to the outside of the frame rail and welded - cannot be welded past 12" from the back bumper skin and will count towards your total frame plate count. (cannot use shocks and the allowed plates one or the other) No homemade bumper shocks will be allowed.
5. All bumpers MUST have two chains (max of 3/8") or two spots of 9-wire (max of two strands) from bumper to sheet metal. If they pass through the hood, they will not count towards your total hood or trunk tie downs. No more than TWO may pass thru the trunk, hood, core support or any other sheet metal. No welding bumpers to bodies.
6. Front bumper must be a minimum of 22" to center from the ground. Rear bumper must be a minimum of 14" to the center from the ground.

ENGINES, TRANSMISSIONS & DRIVE SHAFTS

1. Engine & transmission swapping between manufactures is allowed. Do not strengthen frames or cross-members with mounts Except with 2 approved extra mounts. Motor mounts may be bolted or welded to cross member ONLY. One engine chain per side may be used max length 18" or closed loops no bigger than 3/8 chain, bolted to existing factory hole, or wrapped around frame only. Factory style transmission cross members must be used and mounted in factory manner.
2. Motor Mounts - You may swap the factory removable motor mounts with a max 3"x3" square tube, you can not fabricate your own mounts on k-frame, core support, etc. DO not get excessive with motor mounts or you will be made to cut them, do not use motor mounts to strengthen any other parts or the car
3. A full crade will be allowed and can be welding in with a max of 8" of total weld.

4. Aftermarket shifters, gas pedals, ignitions switches, transmission coolers, electric fans, and throttle linkages are allowed. Transmission braces are NOT allowed. DO NOT use full plates under the floor, attached any accessories to the frame , or strengthen the car in any way with them.
5. Water only in cooling system. Please drain antifreeze prior to arrival at the track. Any cooling system must be wired or bolted no welding. Water boxes may be used but cannot be secured with more than four 3/8" bolts using 1 1/4" inch washers. Max width 31" on water box.
6. Exhaust may exit under the car or straight up through the hood. Some type of air cleaner must be used. No open carbs will be allowed.
7. Two batteries per car are allowed. Batteries must be mounted securely to the passenger side floorboard and covered with a rubber mat. We REQUIRE metal frames bolted or welded to the floor or chains. Do not use zip screws, ratchet straps or rubber straps. Do not strengthen car with the battery box.
8. Distributor protector will be allowed to touch firewall but must remain 5 inches from front cage bar. DP or midplate can be a max of 24inch All large holes in firewall must be covered with tin, heavy rubber or fire resistant material.
9. A pulley protector will be allowed. It may not be tied into any other part of the car or used to strengthen anything. If you choose to run a pulley protector you cannot have a sway bar, the pulley protector may not extend more then 1/2" past the front of the pulley and the front part of the pulley protector may not be any higher than the front bottom (crankshaft) pulley.
10. Steel Transmission bell housing and tail shafts will be allowed but must be mounted in factory manner and not tied to any other part of car.

SUSPENSION & REARS

1. Any non-braced rear end may be used with a max count of 8 lugs. Factory brackets or Postal Mopar style bracket must be used (four 1/2" bolts max) and factory upper and lower control arms MUST be used. Trailing arms may be altered to adjust pinion angle with a max 2" overlap. Rear suspension may be solid but must not have aftermarket shocks and the chain used to hold height may not be welded to the frame.
2. Rear shocks may be sleeved with pipe but pipe may not be welded to frame of vehicle.
3. No rear end brace allowed.
4. Pinion brake will be allowed on all rears - use only NECESSARY welding. Any welding deemed to be excessive will be required to cut.
5. Watts Style suspension car's may be converted to Catskill fabrication, or ZTR brackets but you must use OEM trailing arms. No homemade, ZTR style or catskill fab trailing arms. Upper trailing arm bracket mounting plates cannot be any larger than 6" x 6" and must be bolted to the original package tray area. Lower trailing arm bracket cannot be any larger than 4" x 4" and must be mounted at least 4" away from any portion of rear package tray. Lower bracket may be welded to frame by two 2" long welds, or by bolting them with two 1/2" diameter bolts. Bolts cannot go through both sides of frame and act as a frame pin. No bolt weld combinations.

6. Suspension may be raised by using torsion adjustments, spring spacers or 5/16" chain over the top of the A arm one link welded to the frame. Front Suspension may be locked. Rear suspension may be clamped or stuffed with rags. Shocks and springs may be from cars only. All solid front struts are required to have 3/8" hole drilled or torched straight through strut tube for inspection and scoping. You will be allowed to put a bolt in this hole after inspection. No welding of any suspension components to frame or body (except A-arm rule above). No plating or added metal will be allowed to strengthen springs, struts, etc. NO TRUCK PARTS.
7. Factory leafed cars can use a Maximum of 8 leafs with a 2 inch step down on each leaf. Maximum of 4 leaf clamps per side.
8. suspension conversions will be accepted Coil to leaf Trailing arms are to remain stock. This includes the watts link cars.
9. YOU CANNOT WELD ANYTHING TO THE AXLE TUBES. No Axle Savers
10. Hump Plates will be allowed as follows: Factory Coil cars will be allowed 24inch hump plates 3/8 thick. If you choose to convert to Leaf from coil or have a factory leaf car you will be allowed 12 inch hump plates 3/8 thick. The hump plate can be no taller/wider than 6" at any point.

PIT PASSES \$20

Alcoholic beverages are prohibited. **Anyone caught in violation of the alcoholic beverages policy will be asked to leave the premises.** All vehicles will be subject to search upon entry to the grounds. Anyone thought to be under the influence of alcohol or illegal substance will not be permitted on the grounds. Violations by any driver or crew member will result in disqualification and removal from the grounds.

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