Hope Motorsports Group

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

Big Car Rules FULL BUILD

Cars

1. Any North American passenger car is eligible.
2. No pickups, panels, carryalls, vans, four-wheel drives, ambulances, convertibles, hearses or, t-tops allowed
3. Minimum wheel base is 103” and small cars maximum wheel base of 105”
4. All sunroof openings must be covered with sheet metal from the outside of the car and securely fastened to the roof.
5. El Caminos and, Rancheros ARE ALLOWED TO RUN NO VOTE NEEDED.
6. 80’s and new class is considered any metric car (gm77 and newer, ford79 and newer, mopar79 and newer)

Car Preparation

1. All glass including the windshield must be removed. No removal of glass allowed at the track
2. All light covers and bulbs, side mirrors, hub caps, grills, side chrome, plastic, door handles, locks, wheel weights and, pot metal must be removed
3. All flammable material must be removed from the inside of the vehicle. This includes carpet, rear seat, all interior trim, door panel and, roof liner. Leaves and other flammable debris
4. Trunks must be free of any debris
5. Inside of doors must be free of any debris Including leaves and glass
6. All trailer hitches, related brackets, reinforcements and, hardware must be removed.
7. Stock fuel tanks must be removed
8. Plastic inner fenders must be removed

Fuel systems

1. A limited capacity metal tank is required as a replacement gas tank. (6 gal. max. fuel capacity is allowed)
2. You must solidly mount the tank in the interior of the car, ahead of the rear axle, in the rear seat area and, at least 12” away from the inner door panels, center of the rear seat area is preferred.
3. Gas tank may be bolted to the frame. Gas tank may not be used as a kicker to keep the frame from dropping or moving forward or backward.
4. No plastic tanks or boat tanks are allowed
5. All gas lines and fittings must be free from leaks No Exceptions!
6. Rubber lines fuel lines must run through a second larger hose such as a garden hose to prevent accidental spillage through fire wall and cab walls. We encourage you to replace rubber hoses each year.
7. A hole must be made in the floor board for fuel vent hose and must be secured. Vent hose must be looped above tank and secured through hole in floor

8. Electric fuel pumps are optional.
9. You may use a propane tank as a fuel tank. (Gas only)
10. Gasoline only no alcohol, nitrous, or propane
11. Tanks may be mounted to the cross bar cannot be further than 15" off the back Of Cross bar. Gas tank protectors are allowed but must not extend more than 15" from back of cross bar, must not act as a kicker, must not be attached to the frame. Tank protectors must only be used to protect the tank, anything excessive must be removed, tech has final say.
12. No gravity fed/bottom fed fuel tanks allowed. Lines must exit top of tank.

Batteries and Wiring

1. Batteries must be relocated inside of car and placed in a battery box made of metal and fully enclosed. Batteries must have an insulating barrier between top of battery and lid e.g. rubber, foam, wood
2. Battery box must have a lid that covers the entire top of the box and it must be securely fastened shut. No ratchet straps or bungee cords of any type or duct tape will be allowed to fasten lid shut.
3. Stock ignition switches must be replaced with ON/OFF switch and a START switch that are clearly labeled.
4. Switches or wires used for powering the car off must be within reach of the driver while harnessed in. There will be no acceptable excuse for not being able to turn your car off in an emergency.

Safety Bracing

1. A front cross brace must be installed above the steering column from window post to window post (in the former position of the dashboard). The dash bar must not touch the fire wall and must be 5" from the fire wall, and in no way may it be tied into a distributor plate. In other words, dash bar should be a single round or square tube with a flag holder nothing else. It must be a minimum 2" diameter pipe or square tube with 1/8" wall thickness and securely fastened into position. The dash bar in no way may touch the floor or transmission or be attached to the frame of the vehicle. Dash bar cannot have anything that can be considered a kicker coming from it. If a two-piece dash bar is used, it must be securely fastened so that it cannot collapse (welded or minimum 1/2" bolt)
2. A rear cross brace must be installed from door inner skin to door inner skin, as close to the door post (B-pillar) as possible, and at least halfway up the door from the floor. It must be a minimum 3" diameter, 1/8" wall pipe or square tubing, with plates welded on the ends. The end plates may not extend more than 15" past the cross bar (towards the rear of the car). The cross brace must be bolted with a minimum of two ¾" bolts, extending through the side irons. If the cross brace is collapsible, it must be pinned with a ¾" bolt (minimum) or welded so that it cannot collapse or rotate.
3. All cars must have 1 upright (vertical) post, upright must be located directly behind the driver's seat. The upright must be made of minimum 2" diameter, 1/8" wall pipe or square tubing with a minimum 4"x4" plate welded to the top. The upright will extend from the roof to the cross bar, or from the roof to the floor. If using a two piece upright it must be pinned with a ¾" bolt or welded so that it cannot collapse. It must be held in place with a minimum of 2 3/8" bolts at the top and at the bottom with 2"washers on both sides of the bolts. If you are running a co-driver you must add a second upright on the passenger side of the vehicle. If single occupant, you may add a second upright on the passenger side of the vehicle, it is recommended.
4. We want your cross bar and upright as close to the seat as possible. So, you have a choice: Either your Cross bar or Vertical upright must be 4" or closer to your seat. Your upright and cross bar must be welded together with a maximum 2" spacer connecting them. There must be a solid metal support behind the headrest area of the seat, no more than 2-inch gap between headrest and support, and the headrest must be duct taped to the upright.
5. Two doors and four door hardtops must have a brace behind the front seat going from the window ledge on the drivers' side frame to the frame on the opposite side of the car. The passenger door must be braced the same way.
6. Both front doors must be reinforced with a minimum 8" wide, 3/16" thick channel iron. The side iron must not be more 6' in length and must begin ahead of the front door seam and must be 6" in front of the front door seam. The side irons must be bolted with a minimum of three ¾" bolts that extend through the inner panels of

the door. Backing plates and washers must be used and must be a minimum of 4”x4” x3/16” thick on both the front and rear ends of the door bars. The front bolt must be located no further back than the front fender/front door seam. One bolt must go through the cross-bar plate. The ends of the side irons must be cut at 45-degree angles.

7. No kickers will be allowed.
8. You may mount your gas tank to the cross bar cannot extend more than 15” off the back of the cross bar and it cannot be used as a kicker it cannot touch the frame or rear seat sheet metal.
9. In Lieu of outside channel iron, you may use inside door bars. They cannot exceed 6’ in length. And no more than 6” in front of front door seam. Material used: You may use Channel Iron 8” minimum 3/16” thickness or 2” by 6” square tubing 3/16” minimum thickness.
10. Halo bars may not attach to the frame. If using halo bars, you must also incorporate an upright directly behind the driver’s seat.
11. Grader blades may only be used as a secondary brace only. They will not be allowed on their own.

Seat and Seat Belts

1. A lap and shoulder seat belt are mandatory. they must be securely mounted and have a minimum 2” diameter flat washer where it is mounted through the sheet metal.
2. A four-point harness is highly recommended
3. Seat can be OEM stock of any make/model car (Honda prelude/CRX seats not recommended).
4. Place a padded headrest on the upright behind the seat if the seat was not equipped with a headrest mandatory.
5. No fiberglass or plastic racing style seats will be allowed.

Building, Welding and, Securing

There will be no other welding other than what is stated in this section. If you have any questions about welding, please call the head tech official!! If welding is found on the frame or sheet metal that is not specified in this section, you will be asked to cut them or leave.

1. Doors may be secured shut by either welding or bolting or chaining. You may weld only the outer door seams solid. You my use filler no larger than 2” w X 1/8”t or 3/8” rebar or equivalent. If you bolt the doors shut, you may use up to four ½” bolts per door. If you chain the doors shut, you may use 2 chains no larger than 3/8” thick per door. No welding the inner door seams or the outer door panel to the inner.
2. Hoods can be secured in a maximum of six places other than stock only two of the six can be secured to the frame. You may use bolts or chains. - bolt size must be a minimum ½” and maximum of 1” diameter only two bolts in an area on either side of the radiator may extend through the frame. Bolts must not exceed 4” above the vehicle surface. Max plate size is 6”x6” diameter and no thicker than a ¼”. You may weld a piece of angle iron 3”x3”x6” long 1/8” thick to the fender and one to the hood on either side of the car over the center of the front wheel and bolt them together with 2 half inch bolts per side. You may use only one per side above front wheel. - chains must be a minimum 3/8” and maximum ½” welded type chain. A bolt no smaller than 3/8” and no larger than ½” with washers must connect the chain Hoods must be opened for tech bring your hoods to tech. You may run without a hood.
3. Trunks may be fastened in a maximum of six places other than stock only two of the six may be secured to the frame, you may use any combination of welds, bolts, or chains. Welds must not exceed 6” in length. You may use filler no larger than 2” w X 1/8”t or 3/8” rebar or equivalent bolts maximum of two 1” bolts are allowed with a maximum plate size of 6”x6” diameter and ¼” thick. All other bolts will be no larger than ½” diameter with a max washer size of 2” -chains must be a minimum 3/8” and a maximum ½” welded type chain. A bolt no smaller than 3/8” and no larger than ½” with washers must connect the chain
4. Bumper swaps are allowed; however, you may not swap bumper brackets, brackets must remain original to the car. Any questions call tech.
5. Bumper brackets may not be relocated. They must remain in their stock location.

6. Front and rear bumpers may be welded solid (bumper to bumper, bumper to shock, shock to shock, bracket to bracket, bracket to frame) no adding metal. There must be two ¾" inspection holes in between the frame rails and one ¾" inspection hole in each end. If tech is still unable to properly inspect the inside of your bumper, you will be required to add inspection holes as necessary.
7. Bumper cannot be welded to the body. Except if you are using any welds that are securing your trunk lid. Any questions call a tech official.
8. Bumper shock itself may be collapsed and welded. No added material.
9. You may weld the outer bumper skin to the inner bumper structure of the bumper.
10. To simplify most of the bumper welding rule we are allowing the frame seams to be welded from the front edge of the A-arms forward. Top, bottom and, sides seams only no adding metal weld width can be no wider than a half an inch.
11. ABSOLUTELY NO STUFFED OR AFTER MARKET BUMPERS WILL BE ALLOWED A Maximum 5" by 5" by Maximum 3/16" SQUARE tube may be used but must be open ended and straight. They cannot extend more than 10" from the outside of the frame. No skinning or additional metal may be added to the tube except small plates to mount if needed. Tube bumpers must be painted (intention is to make them look more stock to the crowd).
12. Aluminum bumpers may be secure with one 1" all thread per side no plates other than a 2" flat washer or two half inch all thread per side no plates other than a 6" flat washer. Aluminum bumpers **must** also be secured with chain 3/8" min. and ½" max.
13. ABSOLUTELY NO PAINTING OF THE FRAME, YOUR CAR WILL NOT EVEN BE INSPECTED!!!

Window and Window Screen

1. Two chains, or two flat bars 3" wide 3/16" thick or two 1x1x1/8 pipes down the center of the windshield from top to bottom. Window bar or chain must be secured with a minimum 3/8" bolts maximum ½" bolts. Window bar or chain cannot be welded in place. Maximum of 18" outside to outside at the top and bottom.
2. Optional 2 Rear window bars will be allowed ½" thick 2" wide. They cannot touch the trunk lid, trunk floor, bumper, or the rear pins and can only go 12" on the roof from the rear of the car. They cannot be placed on the quarter panels. No pipe flat stock only
3. Optional: a protective screen of ½" wire mesh or smaller maybe installed on the front windshield in front of the driver

Radiator and Coolers

1. Radiators must remain in the engine compartment.
2. Radiators and/or fans may be removed
3. An expansion tank maybe used instead of a radiator. It must be made of metal, be no larger than a 1 gal. (NOT MUCH BIGGER THAN A MILK JUG) 1 gallon is equal to 231cubic inches, multiply the length in inches x the width in inches x the height in inches, if this is more than 231, make the expansion tank smaller. When mounting it, must be bolted in place using max four 3/8" bolts. it may in no way strengthen the frame may be mounted directly to the motor. Cannot be used as a kicker. Subject to tech approval
4. A maximum of four feet of hose is allowed in the cooling system.
5. No oil allowed in the cooling system.
6. Transmission coolers are allowed and can be mounted in the engine compartment or inside the car attached to the firewall and totally enclosed in a metal box must use high pressure lines and must be leak free. Coolers may not be mounted to the frame or used as a kicker to keep the frame from dropping or moving forward or backward subject to tech approval.

Motor Mounts and Suspension

1. Motor straps welded to the frame and bolted to the motor are allowed. Straps may be a maximum of 2" wide, maximum of 3/8" thick flat bar. You are only allowed two straps per side of the motor. ONE 2"X2" ANGLE IRON COUNTS AS TWO STRAPS. If you are running an engine cradle you cannot run extra straps. An engine cradle is

any metal device that attaches both motor mounts together underneath the engine. Cradles may not be higher than the lowest point of the head gasket. If your motor mounts are not connected using a cradle, you may bolt motor straps to the head or front of block.

2. Engine straps may go no further forward than 3" in front of the forward most part of the cylinder head and, no further back than 3" past the rearward most part of the cylinder head.
3. Engine cradles are allowed if they mount in the stock location and in No Way strengthen the frame. 1/2" max thickness of material. ANY QUESTIONS CALL YOUR HEAD TECH OFFICIAL.
4. No motor plates will be allowed A motor plate is any metal device used to protect or mount the engine that is above the allowed engine cradle.
5. Any 5-lug rear end may be used. Must be a factory rear end housing from a production car. Bracing of the housing is allowed. Aftermarket gears and axles OK.
6. Upper/lower control arms maybe lengthened or shortened to achieve pinion angle. You may not reinforce the control arms in any way.
7. Leaf conversions are not allowed. Suspension must remain stock maximum of 9 leaf springs.
8. You may clamp leaf springs. 4 clamps per leaf 2"x 1/2" max clamp size, 2- 3/8" bolts per clamp.
9. You may not weld suspension solid. You may not replace shocks with bolts, all thread, or weld shocks solid.
10. ABSOLUTELY NO TRANSMISSION PROTECTORS WILL BE ALLOWED
11. WATTS LINK BRACKETS OK ON 98 AND NEWER CROWN VICS. MUST BE BOLTED IN AND MUST USE THE STOCK TRAILING ARMS. NO RIENFORCEING THE TRAILING ARMS.
12. 2003-2012 Crown Vic's, Mercury Marquis, Lincoln Town Cars must use either the stock aluminum engine cradle or follow specifically the guidelines for a steel bolt in cradle. If you are unfamiliar with these cars do not attempt to do this until you understand them. You may use a Johnson Bolt-In Conversion Cradle (see on Facebook) or build one along the same specs. Must use 1979-2002 Crown Vic engine cradle and suspension. Max 14" long plates and angle at crossmember and A arm plate, 10" max length for rear A arm bracket plate, 3/8" max thickness. May use only 10 factory bolt holes for mounting the entire setup to the frame. ¾" bolt max for the 4 cradle bolts. No gussets anywhere. Must mount a Crown Vic steering box very similar to factory 1979-2002 Crown Vic with no plates. Must use all 79-02 Crown Vic A arms, spindles, tie rods ad steering box. All suspension must be mounted in factory 79-02 Crown Vic style. It may not be welded to the frame anywhere.
13. Front and rear Bumper min height is 15" to the bottom of the bumper. Front and rear Bumper max height is 22" to the bottom of the bumper
14. No frame swaps
15. No welding coil spring spacers.

Distributor Plates and Carburetor Protectors

1. Distributor plates are allowed. Distributor plates may not be bigger than 12" x12" flat plate.
2. Distributor plate may not be attached to the fire wall or to the frame in any way.
3. If the distributor plate is used, you may attach it to the front/rear of the intake manifold on both sides of the carburetor with a maximum 1" diameter pipe or square tubing with one bolt to the plate and one to the intake. Supports can only be above the air cleaner by 1".
4. Pulley Protectors are allowed but can in no way be welded to your frame. ½" thickness of metal is max for the Pulley protectors. If the tech crew says it is excessive, it is! Call if you have questions. Pulley protectors may not be welded to the cradle or motor mounts unless cradle or motor mounts are bolted in place. If cradles or mounts are welded in, pulley protector must be bolted in place.
5. Big rock style distributor protectors are approved
6. HALOS are allowed, may be mounted to: water pump, head, distributor plate, or intake and may not exceed 1" above the air cleaner. May be made from max 1" pipe or square tubing, and max 1 bolt at each end of each support, same as distributor plate in rule 3. Up to tech discretion.

Exhaust

1. Stacks are allowed.

2. Any stock exhaust is allowed
3. NO STACK PROTECTORS ALLOWED

Carburetors

1. Any gas carburetor is allowed. No alcohol or propane will be allowed
2. Air cleaners or suitable flame arrestor is required
3. Two 6”x6” holes must be cut in the hood on either side of the carburetor to allow for fire extinguisher access. Stack holes are acceptable for fire access.
4. No alternative starting methods allowed (I.e. starting fluid)

Brakes

1. All cars must have at least two working hydraulic brake and must be demonstrated at tech.

Tires, Wheels and, Tie-Rods

1. Any tire may be used, doubled and fork lift tire O.k. if they do not stick outside of the fenders at the start of the derby.
2. No split rims.
3. Wheel weights must be removed
4. Valve stem protection is permitted
5. Spring shackle must remain stock no reversing the shackle to lift the ride height.
6. Tie rods may not be reinforced, no pipe tie rods and must have stock ends

ROOF SIGNS

1. Car numbers will be painted on the signboard.
2. Numbers must be at least 18” high and a minimum of 2” thick
3. Signs must be contrasting colors such as black numbers on white background
4. If the signboard is unreadable the car will not be allowed to race until corrected

MISC.

1. You may cut the firewall for distributor clearance, but the hole must be recovered with a rubber mat or tin
2. Body bushings maybe removed. If replacing bolts, you must use stock size bolts. Washer may not cover body mount hole on the exterior of the frame NO EXCEPTIONS.
3. You may re-bolt hood skins. You are allowed 15 bolts maximum, 3/8” diameter bolt size, 1” max washer size.
4. You are allowed 5 bolts per corner of the car to re-bolt out and inner skins together. (5 in each fender and 5 in each quarter panel) 3/8” diameter bolts, 1” diameter washer. These bolts cannot touch the frame or be used to secure the trunk, hood or, bumpers to the body. ABSOLUTELY NO WELDING OF BODY PANELS.
5. Fire extinguishers are NOT mandatory, but highly recommended. If you have one, it must be securely mounted and within drivers reach.
6. You may chain the rear humps. You will be allowed 1 wrap of chain per side. It may go around the rear end one time and up through the body and around the frame one time and bolted together.
7. You may add two body bolts. No larger than ¾” bolts and fasteners. Max washer size is 3”x3”x¼”. Must be between the firewall and the rear seat and cannot be used as a kicker. Must be brightly painted for easy viewing CANNOT GO IN THE ARCHES AT ALL.
8. Body spacers maybe used no taller than 5” and must not be welded to anything and must stop at the body to allow for engine clearance. (i.e. frame to bottom of core support)
9. NO STEEL AFTERMARKET TRANSMISSION BELLHOUSINGS ALLOWED. Aftermarket aluminum bell housings are ok.

REPAIRING DAMAGED CARS OR PRE RAN-CARS

1. Frame repair is allowed you can weld any crack in the frame with a single pass (NOT SEAM WELD THE ENTIRE FRAME JUST THE SPLIT).
2. You are also allowed (2) 4”x4”x¼” plate per corner of the car. Plates can only be welded on three sides and the two plates cannot touch minimum 1” gap between plates each other. You may cut or bend the plates but may NOT use the extra material that was cut off. Plates are only allowed for REPAIR or a crack, tear, or severe kink of the frame. You may not add plate to a non-damaged section of the frame. If the frame rail looks undamaged and you plate it, take a picture of the damage. Violation of this rule will require complete removal of the plate and weld. Any questions contact head tech first!
3. Body panels may be skip welded back together if they are tearing. You may only weld a body panel back 2018 OFFICIAL Car Rules to itself, fender back to fender, NOT fender to inner fender (NOT SEAM WELDED) welds may not be any longer than 2” on and 2” off in length. No adding extra metal no exceptions.
4. All repairs will be inspected and anything outside of these guidelines will be not allowed to run. So, if you have a question ask a tech official.
5. CANNOT WELD THE BODY OF THE CAR TO THE FRAME IN ANY WAY.
6. If you are running a pre ran car and it already has been plated you will not be allowed to add any more plate. And the plate that you used must be to the repair rules listed above no exceptions.
7. You will be allowed to repair bent or broken tie rods with a piece of tubing

MAKE SURE THAT YOUR CAR IS READY FOR TECH WHEN IT COMES THROUGH THE LINE (IE ALL BOLTS ARE TIGHT, AND THINGS ARE SECURELY FASTEND DOWN) THERE WILL BE A LIMITED NUMBER OF CHANCE TO PASS TECH… Race procedures driver’s door hits can cause losing your place and payout and forfeit the opportunity to race in the next show All body parts must remain in the vehicle until the race is stopped. Tech has final say. Do not build your car in the pits evening only heats must be lined up for tech two hours before race start. You must make an aggressive hit every 2 minutes or you will be timed out. Sandbagging may cause you to lose your place and payout and the opportunity to race in the next show. If your vehicle is rolled over, you are timed out at that time. You are allowed 2 fires, the 3rd fire disqualifies you and you are timed out at that time. After you pass tech your vehicle must be lined up for its heat. No modifications may be made at that time. Hits after the horn sounds to stop a heat, hitting another competitor may be cause for disqualification You must have a red flag to start the event, when you are timed out, a timer will instruct you to put up your flag. You must wear a helmet, eye protection, long sleeves and long pants.