

CS Promotions, LLC – 2021 Modified Class Rules
Compact Rules: located at bottom of these rules.

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*DRINKING ALCOHOL WILL NOT BE TOLERATED BEFORE OR DURING THE EVENTS. * A breathalyzer may be used

before each heat if we feel you are under the influence. If you do not blow under the legal limit (.08) you will not run. No refunds will be given and no one else will be able to run car for you.

*No team cars allowed

General Rules:

1. **All** personnel participating (driver & crew) must know and follow the rules. All cars rules must be followed, if the car does not pass inspection, changes must be made. *If car does not pass inspection or driver is unwilling to change car to pass inspection there will no refund issued.
2. **Any** full size American make sedan or station wagon can be run. No 1970 or older Lincolns No 1973 or Older imperials or Imperial sub-frames/frames, 4x4's, ambulances, hearses, trucks, limousines. NOTE: Watch throughout entire set of rules for IMPERIALS, SUICIDE LINCOLNS, and '03 & UP LINCOLNS building. (These rules will have a ++ before them)
++ Imperial sub-frames are allowed under Mopar vehicles only. Stock bolt holes must be used with maximum of 1 inch diameter bolts and a 4" X 4" plate may be used per bolt hole.
3. **Drivers** must be 16 years of age and have a valid driver's license. Ages 16 - 18 must be signed in by a parent or guardian and accompany a notarized release. Every CS event has a notary available for a \$5 fee.
4. **Driver** must wear seat belt, full-face helmet, eye protection and a fire coat or non-flammable jacket while driving in the event.
5. **ALL** drivers and one crew member must attend the drivers meeting.
6. **DO NOT** hit the driver's door! Although this happens, if it looks intentional or careless, you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified.
All cars will have a driver's door protector on the outside of door (rule follows on CAR BUILDING – RULE # 4)
7. **Any** open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
8. **NO** sandbagging or holding, you will be disqualified. You are given one minute for aggressive hits, one minute for restarts and one minute if you are hung up. All CS Officials have a timer for this reason, we do not require the help of bystanders.

9. **No** Hot Rodding in the pits, keep it at an idle.

10. **No** alcohol prior to the even in the pits. If anyone is caught with alcohol, they will be disqualified, this includes their pit crew. *Several facilities do not allow the alcohol on premises before or after the even to which their hired staff will inspect vehicles and make you remove the cooler, this is beyond the control of any CS Promotions official.

11. **Cars** are subject to re-inspection before any prize money is handed out. There is a \$500 protest fee and you must be a driver in order to protest. Only drivers in the feature event may protest another car, and they must have placed HIGHER than you. Driver must have cash in hand directly after feature event in order to protest.

12. **Any** disagreements with the rules or officials' decisions will be addressed with the officials, preferably at the drivers meeting.

13. **Any** questions give us a call. **If it does not say you can do it, do not do it!** Call first! Officials' decisions are **FINAL**, this includes but is not limited to not tolerating any arguing or negative feedback before, during or after the event from your pit personnel as well as your spectators. This will cause disqualification.

Car Preparation:

1. **All** glass, plastic, chrome, and interior must be removed from car before arriving to the derby including trailer hitches & brackets.

2. **All** decking in station wagons MUST be removed.

3. **Tires** can be no bigger than 17 inches. No split rims. No studded tires. Foam filled or doubled tires are allowed as are valve stem protectors are okay. Tires may be screwed to rims.

4. **You** must use a radiator and it must be in stock location.

5. **All** cars must have working brakes.

6. **Original** gas tanks must be removed. You must use a boat tank or well-made fuel cell and it must be properly secured and covered in the back-seat area of car.

7. **No** gas cans. Any plastic gas tanks must be placed in a metal box. Fuel line must be secured and fastened properly. Fuel lines and pumps must be covered. Keep away from exhaust. **Compacts: read additional rules at end of these rules.**

8. **Transmission** coolers will be allowed but must be safe and properly secured.

9. **Batteries** must be moved to passenger floorboard close to transmission. It must be properly secured and covered.

10. You must have a number in bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it. You cannot use the roof sign to strengthen the car. If your number is not readable it will be fixed or you will not run.

Car Building:

Welding:

1. **Only** the outside of doors, trunks, and tailgates may be welded solid with 3 inch wide straps x 3/16 inch thick or smaller fill materials. Top of the doors may be rolled over and welded with no added materials. If you decide not to weld, then you can chain/bolt/wire them shut with UNLIMITED use of chain/bolts/wires.

2. **You** can weld frame seam from the front of the A-arms forward on the top side only. You are allowed 16 inches of additional frame welding from the firewall/dash mounts forward per frame rail. Frame seams can be re-welded if seam has broken apart or missed by factory welder but must call first. Must skip weld that area to prove it was broken or missed. The frame seam weld cannot be larger than 1/2" wide or it will be cut. The uni-body is considered the frame on Mopar cars, which means no bolting the seam.

3. **You** must have a roll-over / halo bar which must be welded to the top of the frame or floor and welded or bolted to the roof – no kickers going to the back or front of the car on interior. You must weld a bar behind the driver's seat from doorpost to doorpost, it can be an X. You must also have a bar across your dash. You may connect the dash bar to bars behind seat across the inside of front door only. You may also weld your steering column in. Back of cage including roll bar, can only be 10" from back of seat. Dash bar must be 6" from dash sheet metal and not less than 6" from floor (tranny tunnel). **If you choose to beat your dash down, it still MUST follow the 6" regulation or you will cut. No kickers off front of dash bar or firewall.** Dash bar must be located no farther back than the inside seam of front doors. You will be allowed 2 down bars on the inside on driver's door going down from the inside cross bar. You are allowed 2 down bars on the inside of the passenger's front door but cannot be any farther forward than the inside front door seam and can attach to frame.

4. **FOR SAFETY:** you must weld, bolt, or both, a plate that must cover half the door and must be at least 3/16 inch thick but no more than ONE inch thick, across the driver's door (inside or outside or both – driver's choice), not less than 6 inches and not more than 10 inches past each front and rear seam (no grader blades, channel iron, or I-beams allowed). If C-channel is used, it must be cut so it is just a flat piece of metal.

Bumpers:

1. **We** will allow you to take any bumper apart. Weld any material you would like to the inside of the bumper. Weld the chrome skin back into place. Everything must be done inside the casing of the bumper. Bumper must stay factory form. Do NOT cut/weld and re-shape original bumper skin's guidelines.
2. **If** you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8"x 8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide at the tip of the point. The point may only extend out 4" from the flat part of the bumper.
3. **No** bumper brackets allowed to extend any further back than the very front most part of your top front a-arm bracket. Instead of using bumper brackets you may use one 4" wide x 3/8" thick strap extending from your bumper down one side of the frame and cannot extend any further back than the very front most part of your top-front a-arm bracket. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape this is to give you enough material to weld your bumper to the strap. Plate must be flush with the top of the frame rail. Do not abuse this rule or you will be loaded.
4. **No** welding bumper to the body in any fashion. Bumper height not to exceed 24" from the bottom of the bumper to the ground and must be a minimum of 16" from the ground to the bottom of the bumper (whether pre-ran or fresh for each event)
5. **Bumpers** must be in stock location.
6. **Front** and rear bumpers may have 4 loops of wire or 2 (1/8"x2") straps from radiator support/trunk lid or deck (to sheet metal only, do not go around core support bolts) to bumper (not frame). These cannot be placed in front of the radiator.
7. **Rear** bumpers must remain stock condition if used.

Hood / Trunks:

1. ***You** must have a 6"x6" inspection hole in center of all trunk lids!!* You can fold hoods or trunk decks over but 60% of the hood and trunk lid must be in factory location. No tucking of wagon roof on Leaf spring wagons. 80's & newer wagons may tuck roof down with 4 spots holding the roof down to the car body only—**NOT** the frame.
2. **2 - 1"** All-thread may go from the trunk lid to frame, Must go through body mount hole. You may use wire in 2 spots with 4 loops from trunk lid and may go around the frame with the wire. You cannot do both. Where trunk meets floor may be attached in 2 spots to floor-2 bolts.
3. **You** may "canoe" your trunk lid / speaker deck to the trunk floor; however, the rear quarters/fenders must remain stock height. If speaker deck is cut, it may not be welded or reconnected in any fashion.
4. **Hood** must have at least a 12-inch square hole cut out in case of fire. You are allowed 12 extra 3/8" bolts to bolt your hood skins, (not trunk skin) back together. You will be allowed up to 8 hood bolts; but you **MUST** have at

least 4 hood bolts. You may have up to 1" all thread - 2 may be used from the hood down to the frame but must go through the front body mounts. The top 5" of all thread may be welded to radiator support. Chrysler products may run all thread behind radiator support down to top of frame and be welded to top of frame with no added material – All thread may pass through frame. Hood bolts must be sheet metal to sheet metal. Hood must be open for inspection. Plates for hood bolts cannot exceed 5"x5"x1/2" inch. Hood bolts can be up to 1 inch in diameter.

5. **Body** mount bolts can be replaced with up to 1" bolts, Bolts may extend through body and have up to a 5"x 5" x 1/4" thick washer on top. Bolt must be up inside of frame as factory and may have larger washer inside of frame. Washers inside frame may not be used as a gusset. If there is factory rubber mount without a body bolt, you can add the bolt to the mount.

Suspension:

1. **Suspension** must be at stock height.
 - a. Leaf springs must be stock. You may add one spring as long as the main leaf spring. You cannot wrap the added leaf spring to make a double main - tow packages OK. The Main leaf spring must be the top spring in the spring pack and leaf springs must stagger down with at least a 2-inch stagger from longest to smallest. You can re-clamp springs, 6 clamps (3 in front of housing and 3 in rear) per side, homemade or factory. Homemade clamps can't exceed 2"x4"x1/4". You can put spacers in sagging coil springs to get your height. You can bolt or wire coil springs to rear-end and frame to prevent springs from falling out. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. You can loop chain or wire from rear end & springs to frame in 4 spots on each side. No bigger than #9 wire or 3/8" chain or cable may be used.
 - b. No spacers or added metal in front spring pockets. If found, you will be loaded.
2. **Mopars** can weld mounting brackets to uni-body where leaf springs are mounted factory to uni-body frame. Include rear shackle box.
3. **Rear-end** control arms may be reinforced but must be workable. They may be shortened or made longer as well. Homemade is ok.
4. **You** may use 3/4 or 1-ton rear ends with 8 lugs. You can tilt rear end if you wish. Welded or posi-track highly recommended.
5. **Rear-end** housings may be re-enforced. Hybrid rear-ends are allowed and must be mounted in factory location of car that you put in under. **NO kickers off of rear-end housing towards frame.**
6. Front arms may be bolted, chained or welded down to get your bumper height. Welding 2 straps 2" on frame 2" on A-arm.

Engine Mounting:

1. **Engine** mounts may be welded to engine cradle. Engine must be mounted in stock location. Any skid plates on engine or tranny can only be mounted to engine/tranny and cannot be attached to frame or cross member.
2. **May** use motor and tranny of choice, motor must be in stock location. Engine protectors (cradles, midplates, DP's, pulley protectors, etc.) cannot be secured to the frame other than at the 2 motor mount locations. Nothing on the engine can be used to re-enforce the frame/car body, etc. If any parts on the engine or tranny are being used to make the car stronger, you will be asked to cut or take that part off before you can run.
3. **Distributor** protectors, pulley and valve cover protectors are allowed, but must be mounted to the engine or transmission **ONLY**. Backside of the DP may not be wider than 12" and must be located no closer than 6" from dash bar, windshield bars or any other bracket. Do not weld, bolt or connect DP to body. Extended forward supported DP mounts/brackets are allowed but may not extend outside of the valve covers or any further forward than the water pump.
4. **Transmission** cradles, braces or struts (to protect the transmission) are allowed and must be located at least 6" away from the dash bar.
 - a. **You** may only use 2 transmission protector bars (**these must be no larger than 1" square or round**) down along the transmission bell housing. These bars can connect to the back of the engine heads or DP but **may not** be connected to the transmission cross member and may only be attached to a plate mounted on the back of the transmission in the factory bolt holes. These 2 protector bars may be gusseted with no more than 4" in all 4 corners and tied together in the center with a gusset no greater than 6"X6" totaling 5 gussets maximum. **If you manufacture your own tranny mount or cross member DO NOT bolt the tranny mount to the cross member when using a tranny protector – as the only method that will be allowed is a loop of chain or nylon strap (No Cables) looped over the tail shaft housing and around the cross member. IF ANYTHING IS DONE OUTSIDE OF THE ABOVE RULES, YOU WILL BE FORCED TO CUT YOUR TRANSMISSION FLOOR TUNNEL COMPLETELY OUT**
 - b. **Transmission** and engine oil pan skid plates may be used but **may not** make any contact with frame or cross member or strategically reinforce the motor/transmission from moving back. **If we feel these skid plates will prevent movement and strengthen car, you will be forced to cut them out.**
 - c. **If no cradle is used**, then you may have two inch straps, ¼" thick, from the motor head to frame on top side of frame next to A-arm on front side of motor and can be welded with no added metal. You will be allowed two 2" straps, ¼" thick, on the rear of the motor connected from the motor heads to 3" from back of A-arms. **If this is used to re-enforce frame, straps will be cut.**
 - d. **Transmission** cross-member mounts to frame can only be a maximum of 6" long and must be AT LEAST 6" away from the very back of the crush box.
 - e. **Transmission** cross-member can only be a maximum of 2 ½ inches in diameter whether square or round or you can use the factor cross-member.

Steering:

1. Steering knuckles, homemade steering shafts, tie rods, and other modifications are allowed.

Fenders:

1. You may cut wheel wells for tire clearance, and you may weld fender over tire back together. Fenders may also be bolted together with 12- 3/8" bolts or less. The rear quarter panel is considered part of the rear fender.

Miscellaneous:

1. **For safety, hardtop cars may have up to a 3" strap at the door post. You must have 2 bars in windshield from HALO BAR to firewall for safety reasons (this is to prevent windshield area from caving in case of a roll over). The windshield bar can't be any bigger than 3" wide. A 5"X5" plate may be used to connect these onto firewall. The windshield bars must be a minimum of 3" outside the DP. **It is preferred that the driver's side window be accessible for emergency purposes, but it is ultimately your decision.****
2. **You** may have one back window bar, must be welded or bolted to top of decking, (but not onto the trunk lid).
3. **You** can run shifter through the floor and you can have a switch panel. You may also have a hand throttle.
4. **If** you are running an electric fuel pump, it must be hooked up to your ignition switch, so when your car shuts off, it shuts off. (no plastic fuel pumps) Make sure ALL fuel lines/pumps are covered for safety purposes.
5. **You** are allowed 2 spots with 4 loops of #9 wire or 1 loop of 3/8 cable with 1 turn buckle in each window opening and may go to the frame. Turn Buckle must have 3 inches of clearance from body. You may weld washers around holes on car body. Wagons can have 2 all-thread from roof to frame but must be through body mounts. If you use all-thread, only 1 spot of wire/cable per back window.
6. **You** may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of 3/8" chain or cable in 1 spot only. This must go around the frame, it cannot be bolted to the frame.
7. You are allowed to bolt factory body seams together. **No welding.**
8. **All** cars can weld 1 plate on the outside only 1 side of rear arch over rear end. This plate can only be 6 inches wide, 22 inches long and 1/4" thick. You must drill a 1/2" hole in the plate so that we can see the thickness. You will not be allowed to patch over this plate if it bends and you must follow the frame rails with the plates.
9. **Gas** tank protectors are allowed, no wider than 24 inches in center of car, **must be at least 2" away from rear sheet metal.** This may angle straight back from rear seat bar in center of car and must be 4" off the floor tin. Gas tank cannot be connected to protector unless gas tank is mounted to top of protector and not to floor. Protector must be free floating-not connected to anything but the back bar. May run a rear halo bar over the gas tank, off the protector. Must stay 10" below the roof line and can only be as wide as the gas tank protector. Bar must stay inside car and cannot attach to the rear window bar.

10. **No** frame shaping or manipulating of frames. You will be allowed to hammer in the sides of rear arches only. No squaring.

11. **Front** frame can be shortened but only to the front side of radiator support. Radiator support must remain in stock location. Up to 3"x 3" square tubing only can be used for radiator support spacers. No other materials.

Rust Repair and Frame Repair

1. **You** may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 3/16 inch or less. You are allowed to weld the patch 2 inches past the rusted area, leave the rust in place.

2. **Bent** frames only may be repaired with 6" X 6" - 3/16" thick flat plate. You are only allowed 4 plates per frame rail. The patch may be welded solid, but you must have a 1/2 inch hole in the patch. You can only repair the frame once in each place. No re-patching or layering of patches. Plates must have a 1" space between plates. No stitch welding allowed.

3. **Each** plate must have a hole drilled so officials may inspect the bend.

4. **No** repairs to plates or frames at the events, You must repair after event and then run another event.

5. **All** fresh cars may have 2 plates 6" X 6" - 3/16" thick flat plate per frame rail.

* **Disclaimer to car builders and drivers:** If it does not say you can do it within these rules, do not do it! Any cars that do not pass inspection will need to be corrected or you will remain loaded. All officials' decisions are final – if you, your pit crew, or any of your spectators choose to argue with any of the officials before, during, or after the event(s), you will be disqualified and escorted out. This is a family event and you must always remain respectful.

Compact Class: In addition to the above rules. 4 & 6 cylinders only:

1. **Any** front wheel drive compact 108" or less car or rear wheel drive compact cars must have a 105" or less wheel base. If the stock gas tank is located under the car but in front of rear axle, the stock gas tank may be used.

2. **Can** only weld front side of A-arms/struts forward, top side only. You are allowed 16" of weld dash forward besides A-arms forward. No rear ends bigger the 5 lugs factory can be used. Struts can be re-enforced but must be stock on each end of strut.

3. **When** using stock tank under car, must relocate fill tube through floor into back seat area. Secure fill tube to sheet metal.

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