

## Compact Pro-Stock Division Car Building Rules

Sanctioned by D.E.M.O.

[www.demo-motorsports.com/](http://www.demo-motorsports.com/)

### Competition Format

(15) Two-man teams in 1 heat.

### General

Any 1980 and newer front wheel drive car that came with (6) cylinders or less. No full frame cars. PT Cruisers are permitted. HHR are not. No other modifications will be permitted unless stated in the following rules. Cars must have a 12" by 12" roof sign with a clearly visible number from the stands. You are Not permitted to use the roof sign to strengthen the car in any fashion. Cars must be painted in at least 50% contrasting color.

**There are zero gray areas in these rules. If it does not say you can do it, then you can not do it.**

### Fresh Cars Only

You will be aloud (6) 4x4 inch by ¼" fix it plates. They may be teepee, parallelogram, or square. No loading the teepee plates. Plates may be bent but anything you cut off, you lose and it cannot be used anywhere else.

### Stripping Car

All interior items except necessary items (pedals/seats/shifter etc..) must be removed. Factory Gas tank must be removed. All glass must be removed from the car. Air bags must be removed. No spray foam may be used. Wiring harnesses that are in front of core support may be relocated behind core support. Battery must be relocated inside of the car to the passenger floorboard. Wiring harness may be simplified. Carb conversions will be allowed. Aftermarket pedals and shifters are allowed. Hood/Trunk latch must be removed.

### Hood

Hood must have a 12" hole in the center of hood. The hood must be open for inspection. Hood may be wired shut in 6 spots sheet metal to sheet metal (2 strands max) or bolted in 6 spots with 2" x 2" by 4" long angle and a 5/8" bolt.

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**Head Inspector:** (C)

Leon Rumsey – 785-541-0390

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## **Doors**

Drivers' door plate is mandatory. No other door plating will be permitted. Drivers' door plate must be a minimum 1/8" thick and up to 1/4" thick and run the entire door length/width. This may be welded and overlap the door seams up to 2 inches on front fender and rear door. All other doors must be welded shut in a max 8 locations per door. Strapping maximum 3 by 3 inch by 1/8<sup>th</sup> flat plate is permitted to be used. All plates must be on the door seams.

## **Quarter panels/Trunk Lid/Fenders**

Quarters must remain vertical. Trunk may be wired or welded shut in 6 spots only, sheet metal to sheet metal only. If you are using wire these strands may max 2 loops (these wires must be within 4" of trunk seam) and You can NOT go around the frame or bumper. If you are using strapping a maximum 3 by 3 inch by 1/8<sup>th</sup> flat plate is permitted to be used. Trunk lid must remain factory to make and model of car; you can tuck it, cut it in half or remove it completely. Trunk lids that are dished but remain on factory drip edge. Trunks also may be folded down with a 90 degree bend in the center; in this case 1/2 of the trunk must remain on the factory drip edge. 12" inspection hole is required

## **Window Bars**

Front Window - You may use #9 wire, 2x2 tubing or 3"x1/4" strapping in the front window area. You can do this in 2 spots. This may only connect to the first 6" on the roof and first 3" on the cowl in the front window. These may not be further apart than 24 in from each other.

Rear Window – you will be permitted one bar up to 2x2x1/4" square tubing that connects 6" on the roof (the first 6") and the first 6" on the speaker deck or trunk lid. This will be measured where the trunk and speaker deck meet. You may use a 6x4x1/4" plate to mount this window bar. You may 9 wire this window bar in 2 locations to the gas tank protector. Nothing beyond mentioned above.

## **Bumpers**

Front bumpers may be replaced with any stock (loaded) or aftermarket replacement replica bumper. Square tubing bumpers will also be permitted but can be maximum 2" wide by 6" tall. If a point is added it may not exceed 8" to the point and must span over 30" from the middle of the bumper. (15" both ways)

Crush boxes may be removed, and the bumpers can be hardnosed. The core support must stay in the factory location and cannot be altered at all. A 5" by 5" by 1/4" mounting plate may be used, this must be flat on the back side of the bumper. This is to give you a flat surface to mount to the frame. This is NOT a frame plate of any sort.

Do not weld bumper or brackets or plates to radiator support.

You may add (1) 4" by 10" by 1/4" plate, per frame rail (teepee plates allowed not loaded) plates must be welded flat on the outside of the frame only. This will be measured from the back of the front bumper.

Rear bumpers may be replaced with any 1980 and newer compact bumper only.

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## **Frame**

Front subframe bushings and mounts may be removed and pulled tight to the frame and you may replace front bolts with 1" all thread 5 nuts per side. (this all thread can be used as 2 hood mount locations) Do not weld all thread to radiator support. Rear subframe bushings, mounts and bolts MUST remain factory.

## **Cage/Gas Tank**

Rear seat bar and roll over bar are mandatory cage components. No other cage component will be permitted besides a gas tank protector and what is defined below. A "simple" 4-point cage consisting of a dash bar, two sidebars, and a rear seat bar. No larger material than an equivalent of 4" by 4" cage max (2x6, 3x5 etc...). The cage must stay within the passenger/driver's compartment. Sheet metal to sheet metal only. All cage components must be at least (4) inches off the floor. The Dash bar must be 4" from the fire wall or tranny tunnel sheet metal. The sidebar may not go further forward than the Firewall And no further back than 10" behind the B pillar or center of rear doors. You may have (2) 10" by 10" mounting pads for this bar. Rear Seat bar cannot be located any further back than 10 inches behind the B pillar or the middle of the rear door. Shifter bars are allowed.

Gas tank protectors, in order to mount gas tank, may not be wider than 24" wide. One gusset per corner of cage; must be within 6" of the corner and meet all cage specifications. Anything welded vertical on gas tank protector must run straight up and down no part of the gas tank protector can extend beyond the front of the speaker deck. Roll over bar must be mounted to rear seat bar and run straight up and down. It can not be angled. Gussets from the roll over bar to gas tank protector will be allowed.

For safety you may have (1) 2x2 inch tubing going from middle of halo bar to gas tank protector. And (2) 2x2 inch tubing going from middle of upright of halo bar to gas tank protector.

## **Rear Frame/Unibody**

May be notched/dimpled but may not be rewelded.

## **Front/Rear Suspension**

Spring risers may be used. Aftermarket ball joints and tie rods are permitted. Front and rear struts must remain factory per make and model of car. No cross Breeding

## **Gas Tanks**

Gas tank must be moved inside of the car. Tanks must be made of steel/aluminum. Gas tanks must bolt in 4 locations on gas tank protector. Gas tank or protector may not strengthen that car in any way. All hoses must be double clamped at all connections. Electric fuel pumps must be operated by a switch that the passenger can shut off in case of a fire. You must paint switch prior to inspection.

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## **Tires**

After market tires are allowed. No solid tires permitted on the front. Solid tires are permitted on the rear. Doubling tires are allowed. Rims will be permitted to use small weld in centers, 1 inch rim lip protectors and valve stem protectors only. No bead locks will be permitted.

## **Drivetrain**

Cross breeding of drivelines will not be permitted. The engine must mount in the factory location. Engine mounts may be solid. Aftermarket radiators will be permitted. You will be permitted (2) strands of #9 wire or ratchet straps or bolt it back in, in factory fashion using factory components. Headers are permitted. Headers must point straight up out of the hood. No other modifications other than a general tune up. All accessories are permitted (steering column, pedals, shifter, simplified harness ect...) No engine cradles. A simple carb protector is allowed.

## **Rust**

A phone call to the head inspector must be made prior to fixing any rust on body and/or frame. Head inspector will provide direction on how repairs are to be made. The conversation will be documented. No car will be allowed to compete if rust repairs are made without having a pro-active conversation with head inspector. This rule will be strictly enforced.