

FREMONT SPEEDWAY WAR ON WHEELS RULES & REGULATIONS - 2016

80S & NEWER NO PROTECTORS

General: All entrants must be 16 years or older. Any entrant under 18 must have a notarized release signed by parent or legal guardian. The Fremont Speedway or any of its members will not be held responsible for any injuries or damage of cars, participants, mechanics, or car owners.

Any protest must be done 10 minutes prior to 1st heat. A protest fee of \$150.00 must be made.

All winning cars may be re-inspected after heat or feature to confirm car is legal. If you are caught cheating you will forfeit any entry fee, prize money, or trophy. Derby officials' decision is final.

Drivers must wear a crash helmet with shield or eye protection [full face helmet is recommended] long sleeve shirt & long pants. Seat belts are required in all vehicles.

Driver will not extend any part of his/her body outside of car at anytime while heat is running.

Driver & front passenger side doors must be painted white.

All cars must have brakes before inspection.

ENGINE:

- Full engine cradles, distributor protectors, header protectors, carburetor protectors, mid engine plates, etc are NOT permitted.
- Only a lower engine cradle and pulley protector is permitted. May not reinforce or strengthen the car in any way.
- Engine swaps are permitted (Ford to GM, GM to Chrysler, etc). Engines must be mounted to the factory K-member/cradle only. Aftermarket engine mounts WILL be permitted.
- Stacks/Headers will be permitted. You may bypass electrical components with mechanical.
- May weld, wire, bolt or chain the engine mounts to the K-member only. Chains or strapping may not be attached to frame rails.
- 2003 and newer fords may have a fabricated engine mount, which may be up to 6-in. maximum length. Maximum material thickness is ¼ inch. The fabricated mount may only be attached to the inside of the frame rail (not top or bottom). The fabricated mounts on each side of the frame may NOT connect to each other, but may be attached to the factory aluminum cradle. The factory aluminum cradle must remain in factory location and may NOT be reinforced.

TRANSMISSION:

- Aftermarket shifters and transmission coolers ARE permitted. Cooler boxes and fans must be bolted to body or cage only. Cooler lines and cooler must be covered or protected to protect driver from rupture.
- Slider shafts, telescoping driveshafts are NOT permitted.
- Transmission protectors, transmission braces, aftermarket bellhousings and tailshafts are NOT permitted.
- Maximum 2"x 2" transmission cross member or stock cross member. A mounting bracket can be welded to frame, not to exceed 6-in. maximum length.

REAR-END:

- Any factory 5-lug automotive/passenger car rear-end housing is permitted. Pinion brakes ARE permitted. Internals may be welded or upgraded, but you may NOT reinforce the rearend housing.
- Rear-end braces, aftermarket axle tubes/housings, axle protectors or any other housing reinforcement is NOT permitted.
- ZRT brackets ARE permitted. Trailing arms may re-enforced or 2x2 tubing.

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FRAME, SUSPENSION & STEERING:

- MUST BE 100% STOCK. Tilting, cold bending, reshaping of frame is NOT permitted, unless stated.
- Aftermarket steering columns ARE permitted. Aftermarket or reinforced tie rods are NOT permitted, must be factory 80's and newer CAR components.
- 2003 and newer fords are permitted, but must have factory front a-arms, aluminum cradle and steering/tie rod components. The aluminum spindles may be changed to another 80's and newer spindle.
- Front suspension may be solid. If welded, a maximum 2"x2"x1/4" plate is permitted on front AND rear of upper A-arms. Two per side. Bottom A-arms may NOT be welded in any way.
- Must run factory front suspension components. No aftermarket or reinforced ball joints, a-arms or spindles.
- You may cut/notch/dimple the rear frame rails to help roll. Notched areas may NOT be rewelded.
- Frames may be squared off to mount bumper. Frames may NOT be shortened past original front core support mount on front. (Lincoln/Mercury frames may be shortened to same length as Crown Victoria frames. No shortening of the rear frame rails.
- Rear suspension may NOT be solid. No all-thread shocks. Must have bounce. Coils spring swap and/or coil spacers permitted. A chain around rearend to frame may be used to set rear bumper height.
- Hump plates are NOT permitted. A chain may be attached between the humps to prevent rear frame rails from hitting tires. Creasing/hammering of the the humps is permitted.
- Rear bumper & frame height must be at least 15-in.
- Front sway bars may only be attached using the factory brackets/mounts. No welding permitted.
- Leaf sprung cars must have factory/original leaf pack. No inverting of leaf springs or stiffeners. May have a total of (2) clamps per side. Maximum clamp size is 2-inch in length and 1/4-inch thickness.

BODY:

- MUST REMAIN STOCK. Body panels may be pinged/creased/hammered.
- Body bolts may be replaced with maximum 1/2" bolts and 3-in. washer on top of body. Bolted to top of frame rail only. A standard washer may be welded to the frame at body mount locations.
- Factory rubber body mounts, hockey pucks or similar rubber material must be used at each body mount location, INCLUDING core support. If additional body spacing is required for engine/fan clearance, steel spacers may be used at crush box, but must include a rubber mount. Do not weld spacers to frame.
- Core support risers ARE permitted. Maximum 2x2 inch material. Riser may be welded and/or bolted to original core support mount only. Core support riser must STOP at bottom of core support.
- Doors may be bolted, chained, wired or welded in (6) locations per door. If welded, plates to be a maximum of 4"x4"x1/4". Only the driver's door may be fully welded/reinforced, may not extend more than 3-in. past driver's door seams.
- Trunk may be bolted, chained, wired or welded in (10) locations. If welded, plates are to be a maximum of 4"x4"x1/4". Trunk must be located in original position. No V-ing, tucking, folding or wedging of the trunk deck or quarter-panels. Quarter panels must remain at stock height. An 8"x8" inspection hole must be cut in the trunk deck.
- The hood must be wired, chained or bolted. May be secured in six [6] locations. Two locations may go through the core support mount to the frame. Maximum 5/8" all thread and 3-in. washers. No other metal may be added or welded onto, inside or across the core support. An A.C. condenser may be used.
- No inner body seam welding for any reason. Only the top of the driver's door panel may be welded.
- Must have one front window bar, chain, wire to prevent hood from entering driver's compartment. Can only be attached to top of fire wall and 6-in. on the roof. Maximum 2"x2" material.
- May have one rear window bar, chain, or wire. May only be attached to speaker deck and 6-in. on the roof. Maximum 2"x2" material.

ANY QUESTIONS CALL
TOM MOEHLE @419 744-4753

BILL MARETT @ 419-681-6121
RICH MARETT @419 744-7061

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DRIVERS COMPARTMENT:

- May have a 4 point cage around driver's compartment for safety. Maximum material dimension is (3x3-in. or 4x2-in.) pipe, square tube, channel, etc. One bar may be located behind the driver's seat, across dash, and two connecting bars along driver and passenger doors.
- If firewall is cut-out for engine clearance. The firewall may be welded to the dash bar, only where it was cut out. Maximum material thickness of ¼ inch and 4-in. wide FLAT plate only. No angle or tubing.
- Large holes in the fire wall should be covered for driver protection.
- The bar behind the seat and side bars can be no further back than 6-in. past the front door seam.
- A roll over bar is permitted. May NOT be attached to frame or floor.
- The cage bars may be attached to the sheet metal only with a maximum 6"x6"x1/4" plate. Cage may NOT be attached to frame or floor. If the cage bars are not welded securely, they must be removed in order to participate. This is a safety concern.
- A gas tank "HOLDER" is permitted. Holders may be attached to the floor OR cage. If attached to the cage, the holder may be up to 24-in. wide and must be 5-in. away from ALL sheet metal on ALL cars. This rule will be strictly enforced. IF LESS THAN 5-IN. GAP, THE HOLDER MUST BE REMOVED TO RUN. This rule is to protect the fuel tank, not to prevent the rear of the car from rolling.
- Floor mounted brake pedals and gas pedals ARE permitted.

GAS TANK:

- PLASTIC TANKS ARE NOT ACCEPTABLE.
- All stock gas tanks MUST be removed from car.
- A metal gas can, boat tank, propane tank, fuel cell, etc may be used. Must be located in the back seat area. All gas tanks must be sealed and vented to outside of vehicle. Electric fuel pump may be used, must have on & off switch clearly marked on the dash.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

TIRES/WHEELS:

- Any air filled tire permitted. Solid or foam filled tires will NOT be permitted. Wheel weights must be removed before inspection. Doubled tires are permitted.
- No deep lug tractor treads (V-treads), due to safety concerns.
- Stock automotive wheels only. Full wheel centers, wheel protectors, bead protectors, bead locks are NOT permitted. Small, multi-lug wheel centers are permitted.

BUMPER:

- Any 1980's and newer factory bumper may be used on front & rear. Front & rear bumpers may be welded or bolted. If welded, it must be performed in one of the following two methods.
 - Option 1:** Bumper may be welded directly to frame. Hardnosed. A 6"x6"x1/4" plate may be used between bumper and frame, to attach bumper. NO bumper shocks/brackets may be used in this method.
 - Option 2:** Bumper may be welded to bumper shock that is factory to THAT car. Bumper shock may be welded to prevent separating. Bumper shock must be located in the factory position. No collapsing or sliding the bumper shock further into the frame. No plug welding of the bumper shock.
- Must be able to see into the end of the bumper or the end of bumpers must be cut off.
- NO seam welding or other modifications to the bumper or bumper shocks will be permitted.
- DO NOT PUSH THIS RULE, UNLESS YOU WANT TO RUN WITHOUT BUMPERS!

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ELECTRICAL & BATTERY:

- One (1) automotive type battery may be used.
- Must be securely fastened & covered BEFORE inspection.
- Battery may be relocated into the driver's compartment. All other electrical parts must remain under hood, in front of firewall.

FIX-IT-PLATES:

- Fix-it-plates will be allowed on pre-ran cars only. Must have visible and significant damage. (A small dimple or bubble does NOT warrant a fix-it-plate. This is for significant damage only).
- May have (2) fix-it-plates per side. Plates to be no larger than 4"x4"x1/8".
- May be welded on 3-sides only.
- Any fix-it-plates larger in size or thickness will be cut off COMPLETELY to run. If you abuse this rule, you lose it. Any questions, CALL FIRST.
- Pulling the front end back down after it has bent up is permitted. Must be pulled down back to factory location. BE CAREFUL! If pulled down to far, it will be considered cold bent or tilted and will NOT be able to run.

**ALL ENTRIES WILL HAVE 1 CHANCE FOR REINSPECTION IF YOU DO NOT PASS
INSPECTION 2ND TIME YOU WILL BE PLACED INTO THE WELD CLASS OR WILL FORFEIT
YOUR ENTRY & NO REFUND!!!!!!!**

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