

VIOLA BOYZ DEMO PROMOTORS 2020 RULES

We appreciate all the time and effort you guys put into these cars and look forward to the new year!!
Thanks for supporting all our local Viola Boyz Promotors shows!

** Please note that there have been a couple revisions so make sure to read over the rules again from time to time.**

PLEASE READ CAREFULLY – for rule questions call/text Dean Anderson 309-737-7325 between the hours of 3-9pm - (He is NOT on Facebook) OR Call Tanner Schmidt 309-737-9811.

Any other questions call Rick Dobbels 309-507-1974 or Chad Kinsey 309-737-8736

\$50 Entry fee Drivers

\$50 Entry fee Riders

NOTE: Local fairs charge fairground entrance Gate Fee...so then \$20 Pit Pass Plus Gate Fee

Riders allowed in all classes. Riders get \$100 if they are in the winning car.

During inspection only the driver for the vehicle being inspected will be allowed in the inspection area no exceptions this will be enforced!

All hoods must be open at the time of inspection OR cut to the point where we can inspect for all classes

***ALL classes except "Turn Key" we will be allowing 6 Hood bolts total. Core support bolts count as 2, you can add 4 more Hood bolts 1/2 inch Max. You may weld up to 3 flat plate to the inner fender to attach the bolts and 3 inch hood washer MAX! This is to help with inspection taking hoods on and off. This will be allowed at ALL shows.

***On cages your down bars can not exceed 4X4 square tubing!!

Pit Area and Inspections-

1. NO one will be permitted in pits without pit pass.
2. NO alcoholic beverages or drugs are permitted in the pit area. If found with alcohol or drugs in your pit area you will automatically be disqualified and asked to leave. No refund will be given.
3. NO pit persons allowed in arena or track, any violation will result in disqualification.
4. Management DOES have the right to inspect or disqualify a car and driver at ANYTIME

Drivers-

1. MUST be 18 years of age, 16 & 17 year olds need notarized permit with parent's consent and Signature.
2. Any driver using an open face helmet will NOT be covered by insurance if facial injury occurs.
3. One person per car and MUST attend the drivers meeting before the race.
4. MUST wear approved racing helmets and seat belts.

*****MOST IMPORTANT RULE OF ALL – JUDGES DECISION IS FINAL!*****

ALL CLASSES.....EXCEPT TURN KEY - Any homemade bumper with a point cannot exceed 10 in max from the back of the bumper where it's mounted to the car to the tip of the point No pointy Chrysler bumpers or other factory bumpers with a longer Point than 10 in will be allowed unless it came on that car from the factory if I feel the point you made on your bumper is dangerous to the point of causing harm to someone I will make you cut the point off I don't want this getting out of hand please weld your bumpers on good we don't want to pick them up and we don't want you running over them. ANY QUESTIONS CALL DEAN OR TANNER!

SMALL CAR CLASS

Small cars are classified as any front wheel drive 4 or 6 cyl. car Or any 4 or 6 cyl. rear wheel drive car 105" wheelbase or less ****NO 4X4 CARS ALLOWED**** All rules for the small car demo cars shall be the same as Wire class with the exception that the suspension must be stock. Small cars will go through the same inspections as the large cars. Please make sure your gas tanks are securely mounted and we allow a very well-built cage so please build the cages in your cars with YOUR safety in mind.

No welding washers to body to run wire thru

You may weld Wishbone Mounts

Can't replace with anything aftermarket (No Square Tubing)

Please make sure your gas tanks are securely mounted, build your cage with your safety in mind.

TURN KEY CLASS

Any year car ,headers, shifter, any tire, move the battery Any stock car bumper may be welded on 4 inches from front of frame no homemade or reinforced bumpers 4 wires per door,trunk,hood,one bar behind the seat within 4 inches No body creasing Stock motor and fuel set up that come in that car.(If you run a newer fuel injected car you cannot switch it to carb it says the fuel system that come with that car) Turn key class may bolt or weld down a arms for height adjustment (same rules as 80') BUT No ball joint protectors allowed. Stock tie rods in this class.

Turn Key Class Cars are allowed 4 Bar Cage

This class does not allow any pre-bending or creasing of any kind if your car shows up bent in any way you will automatically be put in the open class you may cut the trunk lid off or in half but you cannot bend it and tuck it this rule is being enforced...any questions call

VANS/MINI TRUCK/SUV CLASS

1. Same rules as the Open wire class with addition of the following: all trucks must have a rollover bar for safety trucks roll over very easy.
2. If the truck is four-wheel drive you must remove the front drive shaft 2 wheel drive trucks only.
3. Engine swaps will be allowed but they can be no larger than V6 engines unless the factory engine was larger than a V6 then it has to be the original engine if you remove it it must be replaced with a V6 or smaller the rest of the wire the rules apply driveshafts rear ends ETC. No V8 engines...Unless it's factory to the vehicle! No welding pickup truck beds to the cab

OPEN WIRE CLASS

NO HEARSE'S OR IMP'S

***Factory leaf spring cars only no leaf spring converts

1. Bumpers may only be welded. If the car came factory with a bumper bracket longer than 4 inches back it may be welded 1 pass around the bracket. You can not swap brackets and shocks on cars they didn't not come on... example... you can not put a 76 olds bracket on a ford or swap the rear brackets on the front of a car you can only use what came on it on the end it came on. You can connect the bumper to the core support spacer if you weld the spacer it **CAN NOT!! BE WELDED TO THE CORESUPPORT SHEETMETAL... ONLY ON THE FRAME SIDE** if its within the 4 inches of the back of the bumper bracket. core support spacer can not exceed 2.5 material if it is you will cut it.. spacers have to stop at the bottom of the core support. They can not go threw to the top of the radiator support. Can weld bumper directly to frame. Can shorten the frame to the front of the core support body mount hole, radiator support mount must stay in factory location it can be trimmed but needs to have enough there to measure hole location. No shorting front clips. Radiator protectors are allowed but must use the stock air conditioning condenser or 1/8 mesh and must bolt on only (4spots) 3/8 max size

2. Any Drive Train

3. One bar across dash must be 6 inches off of trans tunnel and 6 inches back from the firewall sheet metal. One bar behind seat no further than 4" from seat. May connect dash bar and seat bar. No other support anywhere else in the car. Bars may be welded in. **MUST HAVE A WINDOW BAR, CAN USE WIRE OR CHAIN ALSO.** No rear window bar. Side bars must stay inside passenger compartment.

4. Gas tank protectors allowed. Gas tank protectors can be tight against the package tray inside the wheel wells. Cars that do not have package trays the gas tank protector must stay in front of the wheel wells. Cannot weld gas tank protectors to body. Roll over bars allowed. May run after market Steering column, gas pedal or shifter. ANY tie rods allowed. Trans coolers are allowed, must be located within the cage area. Can run up to 2 batteries. All cars must run factory OEM Steering components any oem balljoint will be allowed as long as it bolts or presses In in the factory spot no modifying a arm to make fit no reinforcing a arms no nascar or joker type balljoints. You may tack weld your balljoints. Can run homemade steering column.

5. Any tire allowed.

6. Frame and sheet metal may be notched or pre bent. Can pitch frame but only without cutting and rewelding at the crush box the frame must be bent by some type of pre bending or cut at the crossmember. Frame shaping on rear humps only. No part of the frame can be within 5" of the rearend.

7. You may change radiator support mount 1" bolt max, may go past hood and bolted with a 4 inch washer. No radiator support seam welding or bolting anywhere. Radiator must be in radiator support...not attached to the cradle in any way.

8. Unlimited wire. Doors may be welded on the outside only. Trunk cannot be welded

9. Any drive shaft allowed.

10. 2 Straps per side from A-Arm to frame to adjust car height allowed. 2" by 5 inch ¼ inch thick max!! THIS WILL BE ENFORCED YOU ARE ALLOWED 5 INCHES TOTAL AND MUST BE WELDED VERTICALLY OR IF UNABLE TO GO VERTICALLY BECAUSE OF A ARM SHAPE HORIZONTAL WITHIN REASON WILL BE ALLOWED... THIS IS JUST TO ADJUST CAR HEIGHT IF I FEEL ITS TO FAR FORWARD OR BY ANY WAY WORKING AS A PATCH YOU WILL CUT IT! Can attach to top A-frame or bottom not both. if you do not weld the A arms down You may bolt the top A-Arm down in 1 spot and weld the bolt behind the ball joint with 2 inches of weld only. You will be allowed to use a SMALL piece of square tubing with 2" of weld to be used as a ball joint protector DO NOT over do this, if it is over welded it will be cut.

11. You can bolt the rear coil springs in but the bolt can't go thru the body.

12. May run 4 down bars, front bars 2 on driver's side and 2 on passenger side. On cages your down bars can not exceed 4X4 square tubing!! Welded to the flat part of the frame no farther fwd then inside of the FRONT DOOR INNER SEAM Rear down bars may be welded in on the top of the frame 10 inches in front of the rear body mound under the back seat area to the top of the frame as well all down bars must be vertical do no angle them

13. NO DPS, NO MID PLATES BUT FRONT PLATES ARE ALLOWED – Lower Cradles only. 03 Lower Cradles Engine Mounts must be bolted, not welded, not connected in the center. 03 and newer frame mounts for mounting the engine must stay within the width of the K member just big enough for your engine mounts to attach (cannot strengthen the frame in any way) they cannot be welded to the frame rail it must be bolted at the top and bolted thru the K member no boxing around the K member or frame or welding brackets to bolt too!! Engine mounts must be 2 separate pieces one on each side of the engine and cannot connect in the center. Mount must be rubber where the bolt goes through – can be aftermarket but must be rubber mounted. Nothing can connect the trans to the block other than the bellhousing bolts.

14. No Bolting or welding anywhere unless spec.

15 Head plates cannot be connected to anything other than the front of the engine – no chaining, welding, bolting, etc.

16. You may run a pulley protector but if you do you cannot run a sway bar. You can run a sway bar if you do not have a pulley protector.

17. 2X2X1/4" thick crossmember tubing max!! 1-inch gap from transmission protector to crossmember. Crossmember must be mounted at least 8 inches back from the crush box. Crossmember can be attached to the frame with 3 inch tall angle iron 5" long max. Transmission crossmember must be in factory location between the frame rails.

18. Trans Protectors are allowed but sheet metal must be sliced down center of trans tunnel. Transmission mount can't be welded and only bolted with max of 2 7/16" Bolts

19. Drivers and passenger floor pans may be patched but only 2" past rust with no thicker then 1/8 Inch material.

***Leaf Springs: Factory leaf spring cars only no leaf spring converts Leaf springs must remain Factory to the car no adding Leafs Factory stagger but you are allowed to put three 2 in wide clamps on each side of the car 1 chain per side.

YOU MAY REMOVE YOUR BODYS TO BUILD THE CARS BUT YOU MUST REUSE THE FACTORY HARDWARE WHEN YOU REINSTALL THE BODY. DO NOT REMOVE THE INNER METAL SLEVE OUT OF THE BUSHINGS IT MUST GO BACK IN DO NOT USE GRADE 8 HARDWARE STORE BOLTS MUST USE FACTORY BOLTS NO EXCEPTIONS!! DO NOT WELD WASHERS TO REPAIR RUSTY FRAME HOLES OR REWELD BAD FACTORY SEAM WELDS LEAVE IT ALONE. IF A BOLT BREAKS THAT'S IT JUST WIRE IT YOU CAN NOT FIX YOU CAN NOT USE ALTHREAD ANYWHERE!!!! IT IF I FIND WHERE YOU FIXED ANY RUST YOU WILL LOAD IT UP AND NOT BE GIVEN A CHANCE TO RUN. WE ARE ALLOWING THIS TO HELP WITH PEOPLE WHO HAVE CARS WITH BAD FRAMES TO SWAP WITH GOOD FRAMES PUT SQUARE BODYS ON 98 TO 02s RESTUB A USED CAR ETC. (WHICH IF YOU DO RESTUB A CAR IT MUST BE AT THE CROSSMEMBER) DO NOT LOOK FOR GRAY AREAS WITH THIS RULE DO NOT PITCH BY CUTTING AND WELDING. IF THIS RULE IS ABUSED AND CAUSES ISSUES THE RULES WILL GO BACK TO NO TOUCHING THEM WERE ALLOWING THIS TO AID IN BUILDING THE CARS NOT TO GIVE YOU THE OPPORTUNITY TO TRY TO HIDE STUFF .

03 and newer may run a steering box. Box must be mounted thru 1 layer of the frame no welding! No sleeving no homemade brackets idle arm mounted the same way. Cradle and rest of suspension remain factory engines must be mounted in as to where the cradle/motor mounts are not strengthen the aluminum k member

Motor mounts..... Any cars that are running a cradle must use a 2 piece motor mount. The frame mount must be some type of stock style (not oem just that type of mount that's made by lots of different vendors) Fabricated mount with 1 thru bolt. Rubber bushing type only, no flat bar type (SKI) frame mounts.

Watts Converts must use individual brackets and not exceed 6 inches do not swap package trays from a different car upper mounts cannot use 1 large plate across the package tray with brackets built to it must be separate brackets 6 inches max and bolted in 4 spots with 1/2 bolts or welded don't over do this May reinforce trailing arms, rear end bracing allowed.

Buick olds and Pontiac sedans cannot weld the hole shut on the front inner section of the frame behind the core support.

Old iron cars that have Factory bumper brackets and horns may be welded around one solid pass they cannot be removed and slid back and frame shortened if you shorten your frame you must only weld back 4 inches you can collapse and weld bumper shocks... Example you may not shorten a Chrysler frame and relocate the bumper shock and bracket you must leave it in stock location.

Can have 2 patches 4x6x1/4. Only get 2 whether fresh or used

No Homemade shocks

Dash Bar needs to stay 6" away from anything.

FAIR CLASS

Same rules as Open Wire, plus the following additional:

Leaf cars can have 5-2 inch clamps per side 9 leaves 5/16 thick 2 inch stagger no double main. Weld Doors, trunk and body seams Frame you may weld a solid pass from firewall forward 8-4X6 patches you will cut patches off if you have to many!!

Any bumper

You may weld washers for wire to run thru on the body

6-1" bolt for hood and 4 for trunk Body bolts changed 1" solid Can cut and re-weld flap on Ford's to pitch

FAIR CLASS ONLY!! Any factory bolt on suspension allowed can modified A arms spindles etc. Any ball joints Light weld class only!! 03s may change k member & nbsp; and suspension with bolt with on components

Dp's are allowed with any type of motor mount

2x3 cross member trans protectors can be welded to cross member trans tunnels. DO NOT have to be cut down the center like open wire.

Firewall sheet metal MUST be cut out behind and dp can not contact the firewall at any time of the show.

Fenders can have 6 3/8 bolts around the openings for headers/inspection purposes etc.

You can weld doors, trunks and body seams. Frame seams may be welded from firewall forward.

8 4X6 patches, you will cut patches if you have too many

IMP'S only 4 patches