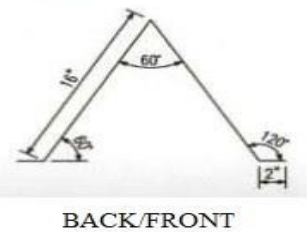
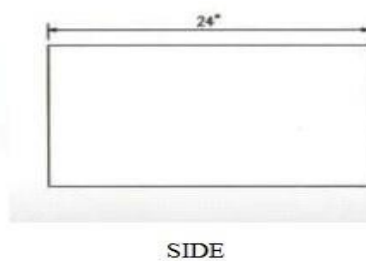
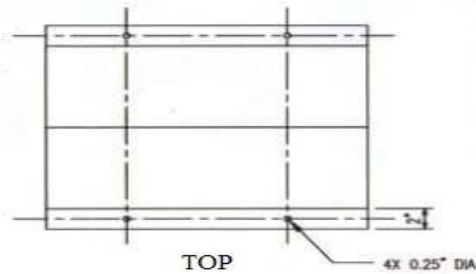


PAGODA MC JUNK CAR RULES

GENERAL: Large Car/ Van - \$50.00/Car

1. Any year foreign or domestic mass – produced 2 or 4 door hard top car or station wagon is permitted.
No Chrysler imperials or Imperial frames 1973 or older. No open roof cars. Minimum 107" wheelbase (full size).
2. **STOCK MEANS STOCK!** These cars are to be considered STOCK unless specifically mentioned in these rules.
No altering, swapping, welding or manipulating parts unless specifically mentioned. Patching and rust repair will be allowed only if cleared by head official.
3. All decisions of the judges are final!
4. Roof signs **MUST** be painted yellow before coming to Tech.



STRIPPING:

1. All unnecessary glass, plastic, chrome moldings and flammable materials **must** be removed. No broken windows in doors.
2. The car **must** be clean and free of loose debris in the driver's compartment and the truck.
3. All airbags **must** be removed. Drain air conditioners and radiators. Rubber hoses **must** be cut or removed prior to arrival at the track. All trailer/towing hitches **must** be removed.

CAGES:

1. Bars **must** be sheet metal to sheet metal. Bars **must** be single bars, not stacked or doubled. They **must** be at least 5" from the center of the fire wall and floor at any point including transmission and driveshaft tunnels. The back bar may not be any further back than the kick panels. Front bar may not contour the body. It **must** run straight across. All bars **MUST** be inside the driver's compartment except roof bar. All cage bars **must** be a minimum of 2" x 2" x 1/8" and be no bigger than 3" x 3" except side bars. Side bars may be C-channel up to 6". Side bars be no more than 60" total. If side bars are used, you **MUST** have both front and rear cross bars. If side bars are not used, mounting plates not exceeding 1/4" x 6" x 6" may be used on the ends of the seat bar and dash bar. Two 2" x 2" down bars will be allowed from the SIDE BARS and **must** be bolted and welded to the body (cannot attach the frame). Down bars must remain COMPLETELY IN FRONT OF the rear crossbar and **must** remain straight up and down.

You may use a 4" x 4" plate where the down bars attach to the body. This is for driver's protection only. A roof bar (halo) may be used. It must go straight across and straight up and down and may be bolted or stitch welded with one inch welds in three places to the roof only. The halo must come off your rear seat bar.

Maximum 3" x 3" bars or 6" c-channel. IF YOU CAN NOT WELD THEN BOLT!!! The cage and roll over are for divers safety ONLY may not strengthen the car in any way your battery box or gas tank may attach to sheet metal only. 1 gusset per corner allowed, do not get carried away or you will cut it. No floating plates, 9 wire, chain, etc. can be used between the cage and frame or body except where stated.

2. One windshield bar or chain may be attached from the roof (no more than 3" up the roof) to the cowl area (no more than 3" below) on the front windshield area only to protect the driver. This may not be used as a strengthener or to keep a car from bending.
3. Roof sign may not attach to the halo bar. **ALL CARS MUST HAVE A SEAT BAR!**
4. Windshields **must** have a screen across entire windshield.

GAS TANKS:

5. **ORIGINAL GAS TANKS MUST BE REMOVED COMPLETELY.** Fuel cells or approved marine style tanks are recommended. Tanks **must** have secure leak-proof fittings.
6. Tanks **must** be located behind the front seat and **must** be securely fastened with chains, bolts or both. ZIP SCREWS ARE NOT ACCEPTABLE. If you choose to use a frame for the purpose of mounting your gas tank, it may either be mounted to the seat bar OR bolted to the floor sheet metal, not both. All gas tank frames/mounts may be wider than 24" or longer than 32" and **MUST BE 4" AWAY FROM ANY SHEET METAL AT ANY POINT.** Additionally, gas tank mounts may not be used as a technical advantage on a car.
7. You may run an electric pump, but it **must** have a kill switch that is clearly marked. Please use fittings or good hose clamps and make sure they are tight.
8. No more than 5 gallons of fuel allowed. Any gas or fuel may be used.

BRAKES & STEERING:

1. A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during an event will be disqualified.
2. Steering may be altered from the steering box to the steering wheel.

TIRES & RIMS:

1. No studded tires. No liquid or concrete filled tires. Any ply rating, Air filled, doubled, etc. will be allowed. Rubber tires only.
2. All wheel weights must be removed, including on the inside of the wheels.
3. Valve stem guards and variable lug centers (no full centers) will be allowed.

BODY & FRAME:

1. ALL BODY MOUNTS MUST REMAIN IN STOCK LOCATIONS. If OEM body mounts are used, the portion of the OEM mount between the frame and body cannot be altered including the metal cone inside of rubber mount. If you chose to replace OEM body mounts, the OEM mounts may only be substituted with an actual rubber hockey puck (no homemade plastic or metal spacers allowed). They **must** be positioned in the original location and with the same intent as the factory installs them, but bolts may travel through the top of floor. Body mount bolts may be replaced max allowable size with the 5/8" and max length is 8". A washer, no larger than 1/4" x 4 x 4", may be placed on the top (inside car where bolt sticks through floor) and bottom of body mount bolts inside of frame. No welding washers to car body or frame. Do not add or relocate and body mounts and/or bolts. K-member and sub-frame mounts will be considered body mounts. Maximum size of k-member or sub-frame bolts permitted is the OEM size for that vehicle. Compact cars with sub-frames and full size sub-frames and pinch-frame cars may replace OEM mounts with hockey pucks.
2. Notching and pre-bending will be allowed. Do not weld notches back together.
3. A 1/4" thick plate may be used to skin the outside of the driver's door or inside the car welded from the cage to the rocker.
4. Wedging and lowering of trunk area will not be allowed. Trunk lids may be cut or bent to tuck. Quarter panels **must** remain vertical and factory height. If you tuck the trunk it **must** go straight up and down to the trunk pan.
5. Do not paint or undercoat frames inside or out. Do not grind or buff frames.

HOODS, TRUNKS & DOORS:

1. Hood must have at least a 10" x 10" hole on each side of the air cleaner for fire personnel; Hood cutout bolts may be used. Maximum 6 per hole, no larger than 3/8" bolts and 1 1/4" inch washers. Hood maybe secured in 1 six spots with 3/8" chain (2) four spots with three strands of #9 wire or (3) four pieces of no more than 2" angle iron no longer than 2" in length with one 3/8" bolt may be used. Any place a bolt passes through a tie-down is considered one spot. Two pieces of up to 1" all thread is allowed through rad support and hood. This will be counted as two spots of six if used.
2. Doors and truck lids may be secured in four places per vertical seam with max. 3/8" chains, #9 wire (three strands), or weld three 1/4" x 3" x 3" patches per vertical seam. Location of chain, #9 wire or plates do not need to remain on vertical seams but must adhere to total count (i. e. – a sedan with 3 vertical seams will be allowed 12 total spots to be used at driver's discretion).
3. All hoods **MUST** open on stock hinges or removed completely for inspection regardless of cutout size. You cannot weld the hood directly to the car.
4. All rear inner decking panels **must** be removed from station wagons. All body seams **must** be visible for inspection whether it is a used car that is bent or a fresh car that is per-bent.

BUMPERS:

1. Any year OEM car bumper is permitted. You may cut or bend bumper ends for clearance.
2. You may add two plates per frame rail on the front – maximum size of 3" x 6" x 1/4" to help keep the bumper on. These plates **MUST** attach to the back skin of the bumper. You cannot weld your frame to your sub-frame or to these extra plates. No welds can be past 6" from the back of the bumper skin at any point. All bumper welds may not exceed 1/2" wide and a single pass. ANY WELDS, EXTRA BOLTS, etc., will be in violation of this rule and you will not have a chance to cut or fix it – it will be an automatic inspection fail and you will be loaded on the trailer. ANY abuse of this rule will get you loaded. Please call if you do not understand or have a question.
3. If hard nosing the front bumper, you cannot use any bumper shocks inside the frame rail. In this case, shocks may be moved to the outside of the frame rail and welded – cannot be welded past 6" from the back bumper skin and will count towards your total frame plate count. No homemade bumper shocks will be allowed.
4. All bumpers **MUST** have two chains (maximum of 3/8") or two spots of 9 wire (maximum of two strands) from bumper to sheet metal. If they pass through the hood, they will not count towards your total hood or trunk tie downs. No more than TWO may pass through the trunk, hood, core support or any other sheet metal. No welding bumpers to bodies.

ENGINES, TRANSMISSIONS & DRIVE SHAFTS:

1. Engine and transmission swapping between manufactures is allowed. Do not strengthen frames or cross-members with mounts. Motor mounts may be bolted or welded to cross member ONLY. One engine chain per side may be used maximum length 18" or closed loops no bigger than 3/8" chain, bolted to existing factory hole, or wrapped around frame only. Factory style transmission cross members **must** be used.
2. Motor Mounts - You may swap the factory removable motor mounts with a maximum 2" x 2" square tube, **must** remain in stock location the same length as the mount that was removed. Factory bolts, bolt holes and perches must be used, you cannot fabricate your own mounts on the motor, frame, k-frame, core support, etc. You cannot weld the square tube to any location.
3. Aftermarket shifters, gas pedals, ignitions switches, transmission coolers, electric fans and throttle linkages are allowed. Transmission braces are NOT allowed. DO NOT use full plates under the floor, attached any accessories to the frame, or strengthen the car in any way with them.

4. Water only in cooling system. Please drain antifreeze prior to arrival at the track. Any cooling system must be wired or bolted no welding. Water boxes may be used but cannot be secured with more than four 3/8" bolts using 1 1/4" inch washers.
5. Exhaust may exit under the car or straight up through the hood. Some type of air cleaner **must** be used. No open carbs will be allowed.
6. Two batteries per car are allowed. Batteries **must** be mounted securely to the passenger /back seat side floorboard and covered with a rubber mat. We REQUIRE metal frames bolted or welded to the floor or chains. DO not use zip screws or rubber straps. Do not strengthen car with the battery box.
7. Distributor protectors are NOT allowed. All large holes in firewall **must** be covered with tin, heavy rubber or fire resistant material.

SUSPENSION & REARS:

1. No welding of any suspension components to frame or body. No plating or added metal will be allowed to strengthen springs, struts, etc. NO TRUCK PARTS.
2. Factory leafed cars must have factory spring packs with correct step-downs. No more than two replacement clamps will be allowed on each spring pack. They may not exceed 1/4" x 2" x 5".
3. No suspension conversions except airbags to coil springs. Trailing arms are to remain stock. This includes the watts link cars.
4. YOU CANNOT WELD ANYTHING TO THE AXLE TUBES.

For building/tech questions prior to race day, contact Terry Higgins 570-801-5050. Anyone caught stealing will be prosecuted. All other inquires please call the clubhouse at 610-582-3717 on Thursday evenings between 7 and 9 pm, or check out our website at www.pagodamc.org.

Thanks for entering. Please have arrangements to have your cars removed at the event conclusion. Pagoda M.C. is not interested in retaining any cars.