2027 FULL CONTACT RACING MINI CAR CLASS RULES

Qualifying cars include any passenger car, hatchback, or station wagon- Front Wheel Drive (FWD) or Rear Wheel Drive (RWD) car with a wheel base of 110” or less. All Wheel Drive (AWD) or 4 Wheel Drive (4WD) cars must be modified so only the front or back tires only have power.

VEHICLES MAY BE RE INSPECTED AT ANYTIME BEFORE, DURING, OR AFTER THE SHOW!

BUILD TO THE RULES! Do not overbuild and expect to run. If your car is altered in any other way than what is specified in the rules, you may fail inspection and not be allowed to compete.

Rule Changes for 2027 are Highlighted.

WE ARE PRIVILEGED TO USE THIS FACILITY PLEASE TAKE EXTRA CARE IN STRIPPING YOUR CAR!

Exterior Preparation

A. Original factory gas tank must be removed unless it is in front of the rear axle and is the gas tank being used.
B. No added weight is permitted beyond what is allowed in the rules. All glass, plastic and exterior hardware (door handles, chrome, mirrors etc.) must be removed.
C. All trailer hitches, brackets and framework must be removed.
D. Sedagoning- converting a wagon to a sedan is not permitted.
E. Radiator must remain in factory stock position.
F. Hoods must have a minimum 12” hole cut in the center and located in a position that will allow a fire to be properly extinguished.
G. Numbers must be at least 18” tall and located on the sides and top of the car. Roof signs are mandatory and must be securely fastened.

Interior Preparation

A. All flammable material must be removed for the exception of the driver’s seat and safety padding. **Airbags must be removed!**
B. Inner wagon panels may remain but the seating material needs to be removed.
C. Holes may be cut in the firewall or floor to allow access for shifters, cables, and hoses. Sharp edges of sheet metal may be folded. No welding or bolting of cuts permitted.
D. **All debris must be removed from the car.**
E. Driver’s seat must be securely fastened.
F. Safety padding is recommended on driver’s door and any bars or pillars near the head/body.
G. Battery must be relocated to the interior of the car and securely fastened to the floor /Cage. Battery must be covered with rubber during competition unless Gell (Optima type)
H. Electric fuel pumps are permitted. A metal fuel tank, maximum of 6 gallons, must be securely fastened to the floor / cage behind the driver’s seat. Vent tube must lead outside of the car, preferably through the floor.

Safety

A. All CARS MUST HAVE FULL CAGE, Including dash bar, door bars, seat bar, and Halo/Upright. Max 10"x 10" end plates. Door bars may extend back no further than half the distance between pillar and rear wheel well. You are allowed and we encourage an extra door bar on each side towards the bottom of door between your down bars. All interior bars may not exceed a 8”outer-diameter. Bars must be straight with no contoured pieces and have a minimum 1/8” wall thickness.
B. All cage components must be connected to sheet metal only.
C. 4 vertical down bars may be welded from the door bars to the floor sheet meatal only. NO KICKERS! Down bars may not angle at all and must fall within the door seams. Down bars may not conceal any body mounts

D. Cage components must be a minimum of 6” off any floor pan sheet metal or body mount elevation and 4” from transmission tunnel sheet metal. Dash bar must be a minimum of 6” away from the center of the firewall.
E. You may also have a bar welded to the outside of the door extending no more than 6” past the door seams, or be “skinned” for driver’s safety.
F. Halo bars are mandatory and must be a minimum of 2”x2”x1/4” material and be in a direct vertical line with the seat bar. You may bolt or weld the halo or roll bar to the roof up to 6” in two places. The halo bar can also be attached to the floor sheet metal but counts as one of your down bars.
G. 2 front and 2 rear window bars are allowed. Lower part of the front window bars can not extend past the wiper cowl at all; they may be mounted to either the cowl sheet metal or dash bar (but not both) and the top side mounted to the roof sheet metal only. Rear window bars must only be mounted to speaker deck sheet metal and roof sheet metal only. To attach them you may use 4”x4”x1/4” landing plates with no more than 6” of weld or (4) 3/8’s bolts per end. WINDOW Bars cannot be attached to trunk lid, GAS TANK PROTECTOR, OR HALO BAR. Hatchback cars will be treated as a wagon and not allowed rear window bars for rear door is considered a trunk lid.

H. A gas tank protector may be added, it must be centered, Maximum 24" O.D. wide. You may add 2 diagonal gussets per side from seat bar or halo to gas tank protector, must be mounted on a level plane, no higher than rear speaker deck.
I. Seatbelts are mandatory.
J. All drivers must wear an approved Helmet with eye protection. Goggles are recommended.
K. **Cars must demonstrate the ability to stop at any time.**
L. EFI cars must use either OEM connections or double clamp all connections. Must use correct rated pressure fuel hose. Power switches for electric fuel pumps should be clearly marked and shown to officials. Safety is #1 priority here

Motor

A. Only 6 or 4 cylinder motors are allowed.
B. Carburetor and EFI swaps are allowed.
C. c. Lower cradles may be used and only secured to the original car engine cradle. Header protectors may be added and attached only to cradle. Must be a minimum of 4” away from core support and firewall. A pulley protector may be added, maximum 1/2" plate no taller than top of the frame rail. May include lower engine mount. Must be a minimum of 1” away from frame rail. You may weld lower mount the length of original footprint only.
D. Swapped motors must be secured inside the factory motor mount footprint.
E. Motor mounts may be welded to the frame at the original factory location.
F. Stock upper mounts may be solid but must attach in original brackets.
G. Chain may be used to secure the motor. Chain may be welded to or looped around the frame. Motor mounting chain links may be welded.
H. No Full engine cradles or distributor protectors allowed. If you have a full cradle, you will be sent home!
I. Radiators must remain in stock location. Aftermarket radiators are allowed. No adding additional cooling capacity. May bypass radiator and loop hoses. Electric fans allowed.

RWD Only 6-cylinder Motor Rule: (This is to prevent pressuring the front down)

- **If you run a 6-cylinder motor with a lower cradle you must cut out firewall and put a slit in the tranny tunnel to prevent pressuring the front down.**
- **If you do not run a lower cradle and use stock mounts then you can leave all sheet metal in place.**

Transmission and Drivetrain

A. Transmission mounts may be solid. One wrap of chain around the transmission and sub frame is allowed

B. 2”x2” square tube may be used to mount the transmission in place of the stock transmission mount. This tube may not attach or touch the frame in more than 2 places at any time. If using 2”x2” original transmission mount must be removed completely
C. Transmission mounts may be solid. One wrap of chain around the transmission and sub frame is allowed.
D. Transmission braces are allowed.
E. Any rear end may be used. (Spider gears may be welded)
F. Slider drivelines or slider CV axles may be used.

Suspension/Steering

A. All steering components shall remain stock for the exception of the steering column from the steering box to the wheel which may be replaced with aftermarket components. Tie rods may be replaced with aftermarket components.

FWD:

- Front suspension may be solid. Aftermarket or homemade struts are allowed but must retain original mounting. Aftermarket ball joints are allowed.
- Rear suspension may be solid but must retain original stock mounting. Trailing arms/control arms may use 1” round stock for reinforcement. Round stock may not be doubled.

RWD:

- Shocks may be solid. Aftermarket or home Spindles are allowed. After market ball joints are allowed.
- You may use 2 of the following per upper control arm: 3/8” chain or 3” x 3” x ¼” plate to tie down control arm.
- A maximum of 6 leafs may be used with a 1” stagger. Leafs must be OEM width.
- 3 clamps per leaf. Coils may be welded in. 3/8” chain may be used over the humps and rearend, one loop per frame rail.
- Front upper A-Arms may be welded down using (2) 3”x3”x1/4” straps per A-arm.
- Additional leafs and aftermarket coils may not be added. Leaf Spring hanger straps may be directly attached to the frame using one 1⁄2” bolt MAX per side. **Leaf spring conversions are not allowed**.
- One loop of chain or cable may be used around the rear-end to each frame rail.

Tires and Rims

A. Any tire/rim combo may be used.

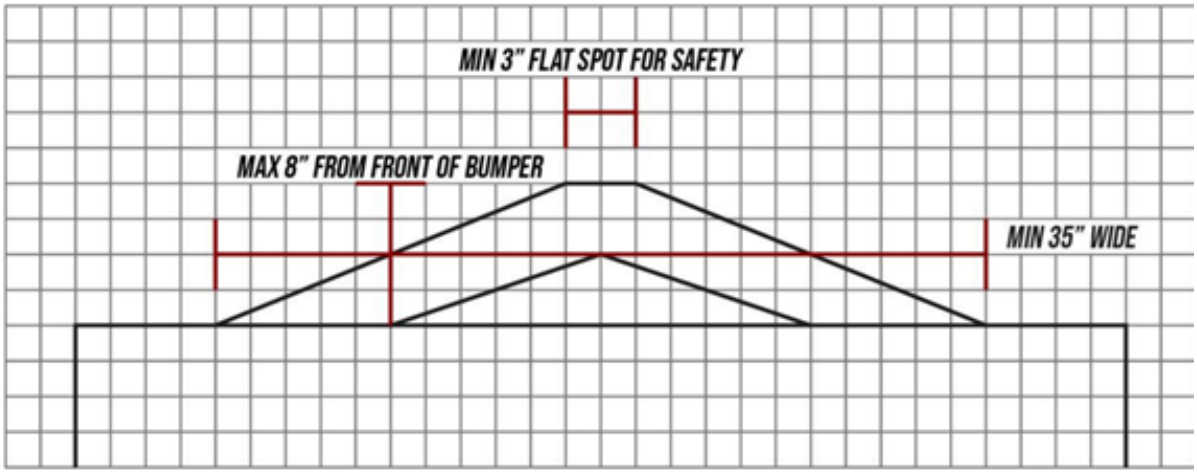
Frames and Body

A. **No Tilting is allowed.**
B. No Shortening of the frames allowed. Exception is the rule in section: “Bumpers E.”
C. Rear frames may be cut and pre bent. Re-welding frame is not permitted.
D. Trunk lid may be semi-canoed, creased, or tucked in the trunk.
E. Doors, hood, and trunk lid must be securely shut and remain in their factory/stock position.
F. ALL doors may be fully welded. Minimum of 3” on 3” off. 3”x1/4” strap may be used to weld doors shut.
G. Hood and trunk may be 100% welded or they may be secured using (3) sets of 2”x2”x6” angle iron with (3) 3/8” bolts in each per seam. Other methods that are allowed are 3/8” chain or cable, 4 loops per seam, or 3 bolts per seam that are no more than 8” x 1”. The dash side of the hood is considered one of the seams.
H. Mixing and matching is allowed but each seam may only use one type of securing device.
I. Maximum diameter of chain and cable is 3/8”. All chain may be secured with a maximum of 2 bolts.
J. Sub-framed cars may have one wrap of 3/8” chain per side from frame rail/ strut tower to sub frame. It may be placed anywhere between the firewall and core support.
K. A maximum of 2 loops of chain or cable may wrap once around the bumper, through the hood and behind the radiator support. (2) 2X1/4” straps may be used instead of chain and may be welded to the bumper and the hood with no more than 6” of weld on each side. Strap may not be more than 3’ long. Strap **or** chain may also be used to hold the back bumper on. Strap may not exceed 3’.
L. Excessive use of chain or cable is not permitted and will be determined by the judges at the time of inspection.
M. You may replace two radiator core support body mounts and 2 mounts in the trunk with 1” all-thread with a maximum of 3X1/4” washers. The all-thread may go through the core support and the hood. The all thread may be welded instead of bolted to one side of the frame.

N. 5- 3/8” bolts with 1” washers may be used above the tires of each fender.
O. Body creasing is allowed.
P. Body mounts may be changed with up to 1" bolts and rubber bushings removed. Must remain in stock location.
Q. If the car has a floor seam near the feet of the driver, it may be welded.
R. The top of the frame/unibody seam may be welded with one pass 3/8” wide and with no filler.
FWD: From the front of the front shock tower forward.
RWD: From the front of the upper control arm forward.

Bumpers

A. Any bumper OEM or aftermarket (must meet pointy rules) may be used. Chrome may be welded to beam.
B. A maximum 4” x 4” x 3/8” Straight square tube that is open ended and no wider than the car may be used. In addition, a point may be added using the same square tube material as above but may not exceed more than 12” from the back edge of the square tube and must be a minimum of 35” wide. The point MUST have a minimum 3” flat section for safety. The ends must still be open. See Diagram - No skinning or additional metal may be added to the tube. Call with questions



Bumper Diagram

C. Original bumper brackets may be welded to the bumper and frame.
D. Original bumper brackets may be removed and replaced with a maximum: 23” x 4” x ¼” flat strap, one per frame rail. The strap may not be welded more than 6” on the bumper and 17” may be welded to the outside of the frame with no filler added. **OR** 2”X2”X1/4” Not Exceeding 17” in length
E. Hard nosing is also allowed (may shorten to the radiator core support only)
F. 22” maximum height to the bottom of bumper

Inspection

A. All cars must pass inspection prior to competition.
B. No arguing with the officials will be allowed. The officials will make their decisions based upon their best judgement and the rules as they are written.
C. Safety will be one of the official’s main objectives. If your car is deemed unsafe it will be disqualified.

Pre-ran cars

A. **Call if you have specific questions.**
B. 8 plates maximum may be used to repair damage.

C. You may use only ONE patch that is 6” x 4” x 1/4” thick plate for EACH repair. The patch may only be placed on the part of the frame that is damaged. There must be a clear, visible sign of damage from a previous derby. (Tear, crack, or extreme bend). This will be reviewed by the official at the time of inspection.

Aftermarket Parts Allowed:

Fans, Gas Tanks, Steering Columns, Lower engine cradles, transmission bell/tail / brace, Struts, Battery Box, Headers, Transmission /Oil Coolers, Shifters, Drivelines, Aluminum Radiators, Seats, and Gas and Brake Pedals.