COMPACTS MOD RULES 2022

WWW.TRIPLEDENTERTAINMENTLLC.COM

General

109” Factory wheelbase max for this class. All cars are allowed; (4) 4” by 4” by ¼ plates – 2 per frame rail.

Frame

If you need to replace or repair (rust) anything on the frame of your car, call first. If you need to shorten a pre ran car in the rear, the bumper shocks can not be located any closer than 6” within the hump plate. Trailer hitches and braces must be removed. No plating, pinning, heat treating, stuffing of the frame. Do not paint your frame. No welds on frame or K member may exceed a single pass, no weave passes or building up the weld permitted. No frame hammering or creasing will be permitted. You may notch or crease the rear frame, this is to help the rear of your car roll, not to strengthen the frame in any way.

Frame welding is limited to the front and rear bumper areas. You may do 1 of the following 2, not both. (1) You can weld 1 seam per side from firewall forward. (2) You can weld 1 seam per side of the K member with no metal added. Front frame may be shortened to the front side of the core support. Core support must remain in stock location.

Angle iron for cross member cannot be longer than 5” and must be within 12” of factory location. Coil spring cars may use a ¼” x 6” x 16” hump plate Leaf spring cars may use a ¼” x 6” x 10” hump plate. These must be centered in the hump; they will be measured from the top center of the hump and must start no lower than the center of the frame. Hump plates must be at least 2” from the rear end housing. Hump plates may contour the frame or run straight across. They cannot be folded under or over and welded on the top or bottom of frame.

You may clip a pre ran car with a single butt weld with no metal added, but you must use same make and model of frame. All factory holes in frame must remain open, no welding these holes shut. If you’re going to clip your car you must call first. Front mounting points on K member may be welded to body of car. No more than 3” of welded area per side will be permitted. These may be bolted solid; washers are permitted but cannot be welded to frame when bolting through.

"KING" OF OHIO
JUNE 2022

EVENT QUESTIONS: DUSTIN WOODS – 419-305-4891
RULES QUESTIONS: JEREMY VOWELL – 513-673-3361

Cage/Halo

A 4-point cage surrounding the driver's compartment with a rollover bar is **REQUIRED**. Cage material cannot exceed 6" diameter. ALL cage components MUST be 5" from ANY sheet metal (firewall, floor, trans tunnel) except for the doors. Seat bar can be no farther back than 12" behind driver's seat. Door bars may go from firewall to within 2" of the back of the rear door on a 4-door car or be 3" away from wheel well on a 2-door car. Rollover bars must be straight up and down. Cage gussets are permitted in the 4-point drivers' compartment. These must not be any farther than 6" from corner of cage. Center bar is permitted from dash bar to seat bar. Floating gas tank protector is permitted. Max width of 24". This may go all the way back to the sheet metal to where the rear of the back seat would be and stop. There may be 2 down legs from the seat bar down to the frame. These must run straight up and down.

Window Bars

Option # 1 - You may have a wire or bar in the windshield. If using metal, it can be no thicker than ⅜" thick and no wider than 3". (1) bar can be attached to the roof and cowl no more than 6" from windshield area. Rear window bar will use same thickness and width requirements as windshield bar listed above. This bar cannot be solid or touch the rollover bar. It can be welded to roof within 6" of window area and the floor directly over rear axle. You may use a 6"x 6" plate on floor pan to the weld bar to. You must have a 1" gap between this bar and your gas tank protector.

Option # 2 - (1) piece of 2"x 2" X ¼" square tubing from the front of your rollover bar along the roof, down through the windshield area and connect to the top of your dash bar. This cannot attach to cowl or firewall in any way. Rear window bar will use same thickness and width requirements as windshield bar listed above. This bar cannot be solid or touch the rollover bar. It can be welded to roof within 6" of window area and the floor directly over rear axle. You may use a 6"x 6" plate on floor pan to the weld bar to. You must have a 1" gap between this bar and your gas tank protector.

Body

You may use expansion metal or ⅛" steel to weld 2" on, 2" off to core support sheet metal in front of radiator Absolutely no interior seam welded will be permitted. Any rust repair to floorboards or body must only be done with same thickness metal. Any other rust repair must be "okayed" by officials. Call first.

Batteries must be moved inside to passenger side floorboard. You may run 2 batteries. Factory fuel tanks must be removed. You may use a fuel cell or boat style tank to be mounted inside of the car behind driver's seat but no farther back than the back of the rear seat. Factory fuel tanks cannot be relocated inside the car to use.

Doors

Doors may be welded solid on exterior side. ¼" x 3" wide strapping may be used, no overlapping. You may reinforce driver's door for safety, material used for this must not exceed ¼" thickness. This may go beyond door seams by 2". This may be done on the exterior or interior, not both.

EVENT QUESTIONS: DUSTIN WOODS – 419-305-4891
RULES QUESTIONS: JEREMY VOWELL – 513-673-3361

Hoods

Hoods may be wired in 8 spots or bolted in 6 spots ⅝" bolts max. You may use angle or flat stock not to exceed 3" by 3" (1/4) inch to weld under the hood for hood bolts, with the exception of the front 2 in the core support. Front 2 body mounts may extend through the core support and be used as 2 of your 6 hood bolts, 1" all thread max. You can sleeve all thread with 2" x 2" tubing, it can be welded on top of frame and to the bottom of the core support. Hoods must be open for inspection. Must have a 12" x 12" hole in hood.

A piece of 4" x 4" angle may be added to the top of core support; this may be up to 1" wider than the radiator. You may use expansion metal or ⅛" steel to weld 2" on, 2" off to core support sheet metal in front of radiator. If this is abused, you will lose this option.

Trunks

Trunks and hatches may be welded 5" on 5" off. You may use ¼" x 3" strapping for this, or wire it shut in 10 spots. Trunks and hatches must be in original location, they may be folded down into the trunk or dipped along with speaker deck. Speaker deck may be removed, but trunk can only be welded to quarter panels and taillight assembly. Trunks must not be smashed flat. If the car is tucked the rear quarters must remain at factory height. Trunk/hatch must be above the rain channel. Nothing is permitted to be welded inside of the trunk. The trunk/hatch must be factory to the make and model car you are running.

Drivetrain

No V8's, 4- & 6-cylinder engines only. Distributor protectors are permitted. Nothing that attaches to the engine can be wider than the stacks (dist. Protector, engine cradles, etc.) or strengthen the car in any way. All cars must have a 1" gap between engine protector and frame/K member.
Solid or aftermarket motor mounts are permitted. No engine chains are permitted. No steel bellhousings are permitted. Transmission braces are permitted but cannot strengthen car in any way. Transmission pan and oil pan can be plated; plate may only be 1" wider than the pan you are plating. These may not connect.

Suspension

Reinforced or aftermarket struts are permitted. They must not strengthen the car in any other way. These must remain in factory location. Upper A-arms may be reinforced but must remain in factory location. Upper A-arms may be welded down using a ¼" x 2" x 2" plate on the front and back side of the A- arm. You may plug weld the center of the A- arm. Lower A- arms may be reinforced but cannot be welded solid to the frame in any way. Must remain in the factory location. Solid suspension is permitted, cars do not have to bounce. Coil springs in rear may be chained, wired, or welded to rear end.

Front wheel drive cars may reinforce the rear axle assembly. You may use 2” x 2” tubing, 2” wide flat plate, or 2” angle to do this. This may attach to your rear hubs. This must not reinforce or strengthen the body of the car in any way. Nothing used for this can be bigger than 2” diameter max.
Leaf spring cars may replace broken leaf springs with factory ¼” leaf springs only. You may have 5 springs per side with a 2” stagger and must be mounted in factory location. You may use 12 total spring clamps on leaf springs, 6 per side. You cannot convert leaf spring cars to coil springs and vice versa.

Rear end protectors are permitted but must not strengthen the car in any way.
Idler arm must be bolted in factory location, no bolts will be permitted all the way through the frame. Sway bar may be welded to the bottom of the frame in the factory location. You may use a 1 ½” x 4” bracket or a piece of 2” x 2” tubing or pipe to weld the sway bar to the bottom of the frame. Sway bar must remain in factory location. Aftermarket or reinforced tie rods are permitted. Valve stem protectors are permitted.

Rear trailing arms may be home made, nothing bigger than 2” x 2” tubing or pipe may be used. These must remain in the factory location.

Wheels/Tires
Any tire and wheel is permitted. No steel studs/paddles period.

Bumpers

Any factory or aftermarket replica bumper is permitted. If you build a homemade bumper, they cannot have any points that exceed 8 ½”, this will be measured from the back of the bumper/mounting point forward. The 8 ½” point must span a minimum of 30”. Front bumpers may be seam welded and loaded. Rear bumper may be seam welded but cannot be loaded.

Bumper height… No lower than 14” and no higher than 20”. This will be measured from the lowest point of the bumper.

Bumper shocks and brackets may be welded to the frame. Bumper brackets may not exceed 3” x 12” x ¼” unless it’s the factory bracket for the car you are running. Bumper tubes cannot be bigger than the equivalent of 3” x 3” tubing (3”x 3” ....2” x 4”). Bumper brackets and / or shocks must be no longer than 12”. These may be welded inside the frame or outside the frame. If welded to the outside of the frame, they must be on the side towards the outside of the car. They will be measured from the back side of the bumper back. You can hard nose the front bumper; you may use a 2” x 6” x ¼” plate to weld bumper to the frame 2 per mounting point. These plates must be on the side of the frame, not the top or bottom. You may weld shock to frame, factory bumper shocks can only be 12” from end of frame and may not be moved back on the frame.