

NO MERCY
1 & DONE 3 MAN
DEADMAN COMPACTS
NATIONAL QUALIFIER

AT THE TIME OF ONLY 2 TEAMS REMAINING

Pin to win will be available once 1 team is officially down to 1 team member.

THERE WILL BE NO TOLERANCE FOR HOLDING OUTSIDE OF PIN TO WIN.

ALL CARS MAY HAVE 10 LOCATIONS OF 9 WIRE AND 6 TOTAL FIX IT PLATES. FIX IT PLATES MAY BE 4"X4" MAX AND MAY BE USED IN PARRALELLOGRAM FASHIONS 7 INCHES BETWEEN THE 2 FURTHERMOST POINTS. 4 INCHES SIDE TO SIDE TOP TO BOTTOM.

THE TOP 3 AND OVERALL REAPER WILL QUALIFY FOR THE NATIONAL SIDE OF THE BRACKET.
THIS IS BASED ON A MINIMUM OF 8 TEAMS...QUALIFICATION WILL BE AFFECTED IF LESS THAN 8 TEAMS SHOW.

FRESH OR PRE RUN!

CAR BUILDING RULES

1. *Seam welding of body or frame may result in an automatic load based on case to case*
2. **ANY FRAME PLATING or frame stuffing will be an automatic load. There will not be a compromise to fix this.**
3. *ALL RUST REPAIR MUST BE PRE-APPROVED OR MEET THE FOLLOWING REQUIREMENTS:*
4. *A MAXIMUM OF 18-20 GAUGE SHEET METAL OR OEM FLOOR MAY BE USED. MAY OVERLAP PAST RUSTED AREA 1-INCH ONLY. RUST REPAIR IS MEANT TO RESTORE CAR TO OEM, NOT STRENGTHEN. IF DEEMED EXCESSIVE IT WILL BE REMOVED.*
5. *FIX IT Plates must stay whole and intact and cannot be split into more than one plate. All fix it plates can be parallelogram in shape but must follow the following measurements all four sides must be 4" long, and the two furthestmost points can be a max of 7". Anything more will be removed. There will be zero leniency on this. STOP PLAYING GAMES. These plates can be bent or formed to frame.*
6. *All cars also get 4 locations of two loops braided 9 wire. These must be 4 separate locations no crossing.*
7. *Specific to bumpers: To hold front bumper on you may have 2 locations of 2 loop braided nine wire core support to bumper only. On back BUMPER two loops braided wire two locations around bumper and through taillight cover area or within 12 inches of bumper and cannot attach or wrap frame.*
8. *GAS AND BRAKE PEDALS ARE PERMITTED HOWEVER THE PLATES MUST NOT COME IN CONTACT WITH THE FIREWALL IN ANY MANNER. PLATES MUST REMAIN A MINIMUM OF 2" FROM THE FIRE WALL.*

*******FIX IT PLATES ARE THE ONLY PLATES IN THE ENTIRE BUILD THAT MAY BE UTILIZED IN PARALLELOGRAM FOR. ALL OTHER PLATES IF RECTANGLE. EXAMPLE 4"X 10" MUST REMAIN AS RECTANGLE. NO EXCEPTIONS**

GENERAL

1. *Wheelbase for FWD MAX of 110.5"*

2. Wheelbase for RWD 109"

3. Absolutely no convertibles or convertible conversions

4. THIS IS A BASIC BUILD WITH FEW MODIFICATIONS. ANYTHING OUTSIDE OF RULES STATED BELOW WILL RESULT IN CUTTING OR POSSIBLE DISQUALIFICATION.

ENGINE AND TRANSMISSION

1. Any 4 cyl or 6 Cyl. NO PROTECTORS WITH THE FOLLOWING EXCEPTIONS: CARBURATED CARS HEADER PROTECTOR..... HEADER PROTECTORS ARE PERMITTED BUT CANNOT ATTACH TO ANYTHING OTHER THAN THE HEADER ITSELF. IF DEEMED TO BE DOING ANYTHING ELSE OTHER THAN PROTECTING THE HEADER IT WILL NOT BE PERMITTED.

2. Engine swaps permitted, **no V8s**

3. MOTOR MOUNTS CAN BE WELDED SOLID BUT CANNOT BE EXTENDED OR RELOCATED. Jeffys Fab Farm aftermarket mount of equivalent style mount (must be approved) is permitted

4. Transmission mounts must have factory mount. NO SOLID MOUNTING. A single piece of 3/8" chain can be added. 1 link welded on each side meaning 1 link welded to transmission bracket and one to k member. 1 link per side! **THE LINKS MUST REMAIN STOCK WITHOUT MANIPULATION OF ANY KIND. MUST BE A STANDARD 3/8 LINK.**

5. No bracing of transmission.

6. RWD CARS ONLY: YOU MAY RUN A LOWER CRADLE, FRONT PLATE BUT NO PULLEY PROTECTOR. THE LOWER CRADLE CANNOT COME IN CONTACT WITH THE FRAME IN ANY FASHION AND MUST NOT COME PAST THE OIL PAN. MUST REMAIN CLEAR FROM FIREWALL. NO TRANSMISSION BRACES. FIX IT PLATES ARE NOT ALLOWED TO TOUCH THE ENGINE CRADLE AT ANY TIME NO MATTER WHAT. IF THE ENGINE CRADLE IS DEEMED TO UTILIZED TO STRENGTHEN THE CAR AND NOT FOR ENGINE BLOCK PROTECTION YOU WILL NOT BE PERMITTED TO RUN. RWD engine mounting is limited to a 6"x 6" area.

A 2" x 2" 1/4" square tubing can be utilized as transmission crossmember must be straight across, no curving, no belly bars. ON SIDE RAIL (ONE PER RAIL) 5" LONG MAX ANGLE IRON MAY BE WELDING TO MOUNT CROSSMEMBER. MUST BE WITHIN 5" OF FACTORY LOCATION.

RWD MAY RUN SLIDER DRIVESHAFTS

7. Tranny coolers are permitted but cannot be mounted in any fashion that strengthens car.

8. RWD REAR ENDS: MAY BE FULLY BRACED WITH AXEL SAVERS. NOTHING WITH REAR END BRACING MAY COME IN CONTACT WITH THE FRAME OR UNIBODY FRAME AT ANY TIME. NO BUMP STOPS. IF ANYTHING ON THE REAR END BRACING IS DOING ANYTHING TO STRENGTHEN ANY PART OF THE CAR IT WILL NOT BE ALLOWED. Call for clarification.

9. RADIATORS MUST STAY UNDER THE HOOD, CAN BE RELOCATED FROM OEM POSITION ANYWHERE UNDER THE HOOD. MOUNTING OF RADIATOR CANNOT STRENGTHEN THE CAR BODY OR FRAME IN ANY FASHION. IT IS THE OFFICIALS DISCRETION AS TO WHETHER OR NOT IT IS STRENGTHENING THE CAR.

BUMPERS

1. Any factory OEM bumpers permitted, BUMPERS MAY BE LOADED

2. SMW ALLOWED

3. FRONT BUMPER ONLY: Homemade bumpers are permitted. Max of 8"x 8". Homemade bumpers May have a maximum point of 4" from flat front. Chrysler pointy replicas must be 8" point from flat front and 14" flat back to front. ALL points must taper over 32".

REAR BUMPER: REAR BUMPER CAN BE A MAX OF 8"x8" BUT MUST BE EITHER RECTANGLE OR SQUARE IN FORM. ABSOLUTELY NO REAR BUMPER POINTS>

4. No sharp edges

5. ABSOLUTELY NO MATERIAL INSIDE OF FRAMES. SCOPING WILL BE PERFORMED. OFFICIALS RESERVE THE RIGHT TO DRILL AND ULTRASOUND ANY SUSPECTED AREA.

6. Mounting of bumper: You may hardnose. YOU ARE PERMITTED TO SHORTEN THE FRONT FRAME SECTION TO THE FURTHEMOST FORWARD POINT OF CORE SUPPORT. BUT CANNOT MOVE THE CORE SUPPORT.

BUMPER MOUNTING OPTIONS, CHOOSE ONE

OPTION A: ON THE OUTSIDE PORTION OF FRAME RAIL, WELD A 2"x 2" 1/4" max X 10" LONG PIECE OF SQUARE TUBING AS BUMPER SHOCK.

OPTION B: mount bumper with 4", 1/4" x 10" long strap on outside of frame. May weld top, bottom, and back. Choose one or the other. WE DO NOT WANT BUMPERS FALLING OFF. 1 PER RAIL FRAME

Either bumper mounting option allows you to weld it to the K Member mount.

BUMPER BRACKET MAY BE ON ANY ONE OF THE FOUR OUTSIDES OF THE FRAME, TOP, BOTTOM, INSIDE, OUTSIDE, ONLY ONE PICK ONE.

You may cap the end of the frame rail at its furthestmost forward point with x 6"x 6" x1/4" plate. Cannot be welding on the side top left bottom or right of frame. Must be welded to flat front of frame

Bumpers must mount flat on front of frame. You cannot sleeve bumper around frame. Back of bumper must be welded to front of frame, NO EXCEPTIONS. You cannot recess bumper down into frame.

DO not shorten front frame past farthest part outwards of core support you cannot fix this call if you have any questions, You may trim off crush boxes up till this point, You may remove core support if you do choose to do so , we will measure we highly advise not to shorten past what is said above CALL!!!!

Rear bumper shocks apply same as the front, you may put a tilt on your rear bumper however do not raise bumper higher than its factory mounted position for example placing bumper 3" higher than it would sit factory on the car. This is to help your car roll nothing more nothing less

HONDAS: CALL FOR CLARIFICATION. IN ORDER TO MOUNT YOUR BUMPER FLUSH TO FRONT OF CORE SUPPORT YOU GET A 6"x 2" X 1/4" PIECE OF MATERIAL RUNNING VERTICAL PLUSH TO END OF FRAME AND BACK OF BUMPER. TOP AND BOTTOM MUST REMAIN OPEN. 1/2" BEAD OF WELD.

FRAME

ALL FRAME CLIPPING MUST BE PRE-APPROVED FROM JOHN SHIPLEY. MUST BE MAKE AND MODEL SPECIFIC. CALL CALL CALL.

1. Frames are to remain stock OTHER THAN STATED. K member and unibody are considered frame in this class and are not to be altered or welded in any fashion. Welding on frame is limited to mounting of bumper.
2. NO PLATING, PINNING CREASING This includes after the heat, PINCHING
3. ABSOLUTELY NO CREASING OF THE FRAME OR SUBFRAME AT ANY POINT THROUGHOUT SHOW. IF YOU HAVE AN AREA THAT NEEDS ADDRESSED JOHN SHIPLEY MUST APPROVE THE FIX PRIOR TO THE FIX

BODY

1. Drivers door may be welded solid. AN 1/8" DRIVERS DOOR PLATE IS PERMITTED AND CAN OVERLAP A MAXIMUM OF 3" PAST THE FRONT OF THE FRONT DOOR SEAM AND 3" PAST THE REAR OF FRONT DOOR SEAM.
2. All other doors can be welded 5" on 5" off as well as the trunk. 5"x 5" flat plate 1/4" max thickness. You may weld trunk lid to floor on backside 5 on 5 off if you desire to do so
3. Trunk may be Tucked, NO WEDGING but can be canoed. A **2 INCH** space must remain from lowest point of canoe to highest point of trunk floor. MUST USE A FACTORY COMPACT TRUNK LID ON THE FACTORY HINGES AND LOCATION. All quarters must remain upright, may not be smashed down. Pushing them down will be considered a wedge. If you have questions call. From the side the quarters must appear upright.

CADDY STYLE SHORT TRUNKING IS PERMITTED BUT MUST FOLLOW THE FOLLOWING GUIDELINES. THE ONLY SEAMS THAT MAY BE WELDED TO CLOSE TRUNK ARE THE ORIGINAL FRONT TO BACK SEAMS AND TRUNK LID TO SPEAKER DECK SEAMS ALL WHERE THE FACTORY RAIN CHANNELS ARE LOCATED. ANY OTHER SEAMS CREATED BY WRAPPING THE QUARTER MUST BE FREE FLOATING. IF WELDED TOGETHER WE WILL REQUIRE IT TO BE CUT FREE AND DEMONSTRATE THAT ITS FREE FLOATING COMPLETELY. THE QUARTERS MUST REMAIN UPRIGHT AND NOT FOLDED OVER. SHOULD APPEAR AS A SQUARE. CALL FOR CLARIFICATION.

4. All fenders may be creased both vertical and horizontal
 5. the hood must have a minimum 12" x 12" holes and trunk must have a 12" x 12" hole for inspection. You are permitted to re bolt metal in 10 total spots around each inspection hole 3/8" bolts max. EACH BOLT MUST BE WITHIN 2" OF THE INSPECTION HOLE.
 6. Speaker deck may be removed or beat down
 7. Hood may be fastened in 6 spots by chain or bolting. If bolting you may only do so utilizing 2"x2" angle max of 6" long 1/2" bolts max. You may cut excess hood or roll it down over c support do not move hood from factory location to gain extra folding
 8. All body mounts must remain in stock location and in stock form. Leave factory rubber bushings in place or you may use 1 standard size hockey puck if your bushing is rotted or missing
- REAR SUB BOLTS AND BUSHINGS MUST REMAIN FACTORY

4. NEW***** FRONT K MEMBER MOUNTING

Option 1: You may use (5/8") max size all thread for your front K member mounts. This must go through the factory front K member mount. In doing this you get (5) 3" 1/4" washers, (5) store bought 5/8" nuts may be used and welded for all thread to pass through. No staggering them off the all thread. Must remain a vertical path. No sleeving what so ever. No Coupling nuts. You may remove your factory bushing and the k member tight to unibody but cannot be welded unless you are using a fix it plate here. This all thread will count as two of your hood hold downs.

Option 2: No all thread, but you receive (1) 3"x3"x1/4" plate per side that must align center of the front K Member mount on the outside wheel facing side. No staggering or shifting this plate forward or backward, **CENTERED!** In alignment with the K Member bolt. You may weld this plate to you bumper shock or K member how you see fit as long as it follows these guidelines. You may remove bushing and suck it tight using factory bolt. **(THIS IS THE ONLY MOUNT THAT MAY REMOVE THE SPACER)**

Rear K member mount must remain factory in tact with rubber bushing.

10. On front of core support, 1/8 expanded metal or 1/8" design plate may cover in front of the radiator. This plate or mesh can be attached with either (6) total 3/8" bolts with store bought washers or (4) THREE inch welds 1/2 inch bead max, TWO OF THESE SPOTS MAY WELD TO THE BUMPER The max width is no great greater than a factory ac condenser.

11. NO SEDAGONING OF WAGONS. YOU CANNOT PHYSICALLY BEAT THE ROOF DOWN IN ANY SHAPE OR FORM, CALL FIRST THERE WILL NOT BE AN OPTION FOR FIXING THIS DAY OF.

12. NO FRONT OR REAR WINDOW VISORS

WHEELS AND TIRES

1. Front tires- ANY TIRE including skid steer and V treds ARE PERMITTED

2. Rear tires- Any tire may be used including SOLID REAR TIRES, MAY USE RIMS ONLY

3. Weld in centers permitted. BEADLOCKS ARE PERMITTED.

4. LIP PROTECTORS and Valve stem protectors permitted.

SUSPENSION

1. Front suspension only can be solid. Strut may be reinforced. Nothing with reinforcement may strengthen another part of the car. SPINDLES MAY BE REINFORCED. THE CAMRY SPINDLE SAVERS ARE PERMITTED, HOWEVER YOU MUST CHOOSE ONE OR THE OTHER. REINFORCED SPINDLE OR THE SPIDNLE SAVER NOT BOTH.

2. Rear suspension must be factory other than NOW ALLOWING REAR TRAILING ARMS TO BE 2"x2" X 1/4 INCH. YOU MAY REINFORCE SIDE TO SIDE CONTROL ARMS IN THE REAR ONLY BUT YOU MUST USE THE FACTORY ENDS OF THE CONTROL ARMS, NO WRAPPING THE ENDS, YOU MAY USE A MAX OF 2"x2" TUBING OR SMALLER AND MUST BE IN FACTORY LOCATION. THIS IS TO HELP KEEP YOUR WHEELS ON.

3. Rear wheel must stay centered in the middle of wheel well, cannot moved them forward from factory. Rear trailing arm must mount to rear spindle in factory manner, no adding material.

4. Trailing arm must bolt into factory location and manner.

5. Rear suspension may now be welded solid with (1) 3"x3" 6" long max piece of angle and may be welded rear strut to frame, nothing more nothing less

REAR WHEEL DRIVE CARS

1. RWD MAY NOT USE FWD SUSPENSION RULES.

2. RWD CARS: must use A factory spindle and A arm. A ARM MUST BOLT IN FACTORY LOCATION AND IN FACTORY MANNER. THE SPINDLE MAY BE REINFORCED BUT MUST BE A FACTORY SPINDLE. NO AFTERMARKET. YOU MAY SWAP OEM TO OEM. MUST MOUNT IN FACTORY MANNOR

3. 2 2"x4" 1/4" A ARM STRAPS PER UPPER A ARM, NOTHING ON BOTTOM CONTROL ARM. MUST USE A FACTORY COIL SPRING FROM CAR. NO AFTERMARKET.

4. ON FRONT AND REAR YOU MAY USE 1" ALL THREAD. MAXIMUM 3 IN WASHER. MUST BE IN FACTORY LOCATION OF SHOCK.

5. UPPER CONTROL ARMS CANNOT BE WELDED TO BECOME SOLID. ONE LOOP OF 3/8" MAX CHAIN PER SIDE TO LOCK REAR SUSPENSION WITH A BOLT IN THE CHAIN MAX BOLT SIZE 1/2". CHAIN CANNOT BE WELDING IN ANY FASHION.

6. Front is to sit no higher than 21" to bottom of front bumper and no lower than 11" to bottom of rear frame rails factory spindle and A arm

7. No leaf spring conversions

8. RWD LEAF CARS: No aftermarket leaf packs. Clamps are limited to 4 per pack 2"x4" 1/8" thick MAXIMUM.

9. Ball joints must remain stock appearing. SCREW IN Ball joints ARE PERMITTED BUT MUST NOT HAVE A RING THAT EXTENDS FURTHER THAN 1 INCH IN ALL DIRECTIONS OF BALL JOINT. NOTHING CAN BE WELDED TO COIL POCKET.

STEERING

1. Aftermarket steering columns are permitted.

2. All steering components are to remain stock. TIE RODS MAY BE REINFORCED. 2X2 by 2" long block may be added to strut to act as a strut protector do not connect this to unibody abuse it you lose it

CAGE

1. **FRONT WINDOW BARS OR STRAPS OR WIRE MUST STOP WITHIN 3" OF THE WINDOW OPENING AND BE AT MINIMUM 6" AWAY FROM THE STRUT TOWERS.**
2. ALL CAGE COMPONENTS MUST REMAIN IN THE INTERIOR COCKPIT. NOTHING CAN EXTEND THROUGH THE FIREWALL.
3. FRONT WINDOW BAR MUST RUN FROM ROOF TO COWL OR ROOF TO DASH BAR. CAN BE ANGLE IRON OR 2X2" TUBING
4. Front bar must be 5' away from firewall and all other cage parts must be 6" off the floor at any given point
5. IF DESIRED THE FRONT WINDOW BAR MAY BE WELDED TO THE HALO BAR MOVE FORWARD ON THE ROOF AND DOWN TO THE FRONT DASH BAR BUT NOT IN FRONT OF THE DASH BAR. MAX SIZE OF FRONT WINDOW BAR IS 2X2 INCH TUBING. FRONT WINDOW BAR MAY BE ATTACHED TO ROOF TWICE VIA BOLTING WITH 2 X 2 ANGLE IRON MAX 4" LONG.....OR FOR WINDOW PROTECTION YOU MAY RUN A MAX OF 2 3" STRAPS (OR COMPARABLE) ROOF TO COWL AND MAY HAVE A GUSSET BETWEEN THEM. IF IT IS DEEMED FOR SAFETY IT WILL BE ALLOWED.
6. REAR WINDOW BAR- MAX OF 2"x2", 1 PER CAR, MAY BE WELDED TO HALO BAR AND MUST RUN DOWN TO FLOOR AND TIE INTO THE REAR SUB. CANNOT ANGLE IN A 90 UNDER THE CAR TO GAIN MORE THAN WHATS ALLOWED. YOU MAY USE A 5"x5" 1/4" PLATE ON TOP OF SHEET METAL TO ATTACH YOUR BAR TO FLOOR. THIS IS FOR WAGONS AS WELL. **THIS REAR WINDOW BAR MUST BE CENTERED ON TOP OF THE REAR SUB, IT CANNOT BE ON THE BACK SIDE.**

*****CLARIFICATION FOR REAR WINDOW BAR ATTACHMENT TO REAR SUB: You may trim floor out and slip through and weld the rear window bar directly to the rear sub with a 5"x5" Max plate. Anything outside of 5"x5" attachment will not be permitted. YOU GET ONE 5"x5" PLATE PERIOD

This is to make sure your rear window bar is secured to the sub. if used for any other reason or to strengthen a different area it will not be permitted. The window bar may be no further back than where the rear sub ends. FOR FURTHER CLARIFICATION CALL JOHN SHIPLEY

*****WE WILL NO LONGER BE PERMITTING YOUR WINDOW BAR TO BE PLACED ON TOP OF TRUNK LID AND SPEAKER DECK SEAM. THIS HAS BECOME AN ISSUE REVEALING THE REAR WINDOW BAR AS A SHAPE BLUNT OBJECT ONCE THE CAR BENDS.

7. Halo may be a max of 4 inch material and must start from the top of side bars run straight up across and straight down. No angling. HALO CAN BE NO FARTHER BACK THAN THE MIDDLE OF THE REAR DOORS BETWEEN B POST AND C POST.

*** You may have one 2"x2" gusset from gas tank protector to the rear window bar.

8. Wagons rear window bar cannot be further back than rear axle 5"x5"x1/4" plate welded to floor to mount it. Must be 5" away from tank protector and can be a max of 2"x2" tubing
9. Gas tank protectors are recommended but not mandatory. If using a gas tank protector it can butt against package tray but cannot be welded or bolted to tray. **Max of 32"** wide 4" x 4" tubing. On a sedan the tank protector must stop at the front of the speaker deck, on wagons the tank protector may not go past the front most part of the rear strut towers 2" above factory speaker deck height max tallness for tank protectors
10. Max width of cage bars can be 4" x 4" or 2" x 6".

11. **Side bars MUST STOP AT THE Furthestmost forward point of the A post NO FURTHER AND 2" IN FRONT OF THE REAR WHEELWELL WITHOUT MANIPULATION.**

12. Center bar for shifter permitted.

ABSOLUTELY NO STOCK FUEL TANKS. MUST BE A PRESSURE TESTED AFTERMARKET FUEL CELL
Fuel cells must be bolted in, NO WELDING.

FOR CLARIFICATION OF RULES PLEASE CONTACT JOHN SHIPLEY 513-907-6643 ALLOW 24 HOURS FOR RESPONSE

