

2022 Kicker Class Rules

Any American made sedan or station wagon. 1966 and older Imperials are welcome.

General Rules

1. Read all rules carefully and follow them! Any questions call Billy Estep at 567-230-3608 Chuck Clark at 614-554-8892. There will be no stretching or bending of any rules or you will either run in the modified class or go home!
2. You must pass inspection within 3 times through or you will not be permitted to run.
3. A 12" x 12" roof sign is mandatory. It can not strengthen the car in anyway.
4. Cars must be stock unless modifications are stated in the rules. Cars must have functioning brakes at all times on at least one axle. No painting of the frames, inside of body of the car, or underneath of the car and inside of the trunk.
5. A helmet, seat belt, and eye protection must be worn at all times on the track.
6. If it doesn't say you can do it, don't do it.
7. Any controversies or protests must be brought up during the drivers meeting. We have the right to reinspect, cut, or drill any car at any time. If you are caught breaking the rules you will forfeit all winnings and/or prizes you are due. If you stretch a rule, you will lose that rule.
8. All airbags, glass, plastic, and interior must be removed before arriving to the event.
9. Any aftermarket parts must be approved by Smash It (Tim at 740-272-1188). You must call and submit pictures for approval. Parts that are not approved before the derby are not permitted to run.
10. No painting of the frames, inside of the body of the car, or underneath of the car and inside of the trunk. This includes overspray. If found with paint within those areas, the car will not even be inspected.
11. All trailer hitches and braces must be removed.
12. Batteries must be moved to the passenger front floorboard. They must be properly secured and covered.
13. Patching and rust repair will be permitted only if cleared by an official.
14. Officials' decisions are final! All cars are subjected to re-inspection at any time.
15. If the car is found to have plate on the frame or body that the rules do not allow the car will not be permitted to run. There will be no option to fix this problem.
16. If you hammer/shape/weld on the frame in any manner not covered in the rules you will not be able to run. There is no fixing this.
17. You have 1 minute to make an aggressive hit. After 1 minute that car is disqualified. That is 1-minute total. An aggressive hit is solely at the discretion of the officials
18. You are not permitted to hit anyone in the driver's door. If you do, you are disqualified. If you use your driver's door to take advantage of this rule, the car that hit you is not disqualified.
19. You may not get out of your car for any reason during the heat until you are out.

20. You are only permitted to have 1 fire in your car. This will result in a disqualification.
21. No sandbagging, teaming, or holding. Any of these will result in a disqualification. You can not pin to win.

FRAME

1. Trailer hitches and braces must be removed. No plating, pinning, heat treating, or stuffing the frame of any kind. No welds on the frame may exceed a single pass. No weave passes or building the weld up is permitted. All unused bolts must be removed from the frame. NO WELDS ON FRAME BIGGER THAN 3/8" IS PERMITTED. IF THEY ARE BIGGER THAN 3/8" YOU WILL HAVE TO CUT OR GRIND THEM DOWN TO SIZE.
2. NO FRAME CREASING! NO BEATING DOWN THE TOP, BOTTOM, OR SIDES OF THE FRAME IN ANY WAY
3. You can notch or pre-bend the rear frame section. This is to help the rear of the car roll, not to strengthen the frame. Top frame seams from the firewall forward may be welded, top side only, with a single bead of weld. No weave passes are permitted. Excessive welds will have to be removed.
4. On '02 and older cars, the front frame must be 23" from the front of the coil pockets on the bottom of the frame to the end of the frame. The bumper can't slide over the frame. If a frame section needs to be replaced or repaired (rust), you must call first. If the frame has damage in the rear, the back 2 body bolts may be moved but no more than 6" from the factory location. The rear bumper shocks can be no closer than 12" from the back edge of the hump plate.
5. For coil sprung cars, you may use a hump plate. All coil sprung cars may have 1/4" x 6" x 32" hump plates except for 1977 and newer GMs. These cars may use a 1/4" x 6" x 38" hump plate. All hump plates must cover the entire arch of the frame and extend forward, rearward, or be centered on the hump. All hump plates must be 2" from the rear end housing and/or anything that attaches to it.
6. On leaf spring cars, you may use a 1/4" x 6" x 11" hump plate to be measured the same way.
7. All hump plates may contour the frame, run straight across, or work as a half moon on the hump. Hump plates must remain flat plate. No bending them over the top or bottom of the frame. Hump plates must be on the outside of the frame towards the outside of the car.
8. You can have a ball joint protector that is a maximum of 2" x 2" square tubing with a 2" x 2" contact area on the frame. The ball joint protector may be weld to the side of the frame and extend straight out to the back side of the ball joint. This is to be used as a ball joint protector.
9. On '03 and newer fords, you can not weld a spring pocket to the frame. You can weld in the cradle and the suspension components from any '80-'02 Ford/Mercury/Lincoln with the same configuration that it came with from the factory. You may do this using a single weld bead, no wider than 3/8" wide with no added metal. The cradle and suspension components must be welded between the factory frame bolt holes used to bolt in the factory aluminum cradle.

10. No shortening the frame on 2003 and newer cars. No filling the crush point holes. You can use 1 piece of all thread a maximum of 1" in diameter with 4 nuts and 4 washers per side. The washers can be no bigger than 3" in diameter and 1/4" thick. These must be free floating. No welding is permitted. They can run from your upper A-Arm to your lower A-Arm and must be straight up and down. On '03 and newer Fords, you may use a 4" square or round spacer from the bottom of the frame to the lower A-arm to set your height. These must be straight up and down from the bottom of the frame to the lower A-arm and can not extend up the side of the frame. A-arm brackets must be the factory brackets and must be used and mounted in the same factory manner. If you have questions on this, call. Nothing may be welded between the mounting brackets. If using the '98-'02 brackets, they must measure the same from inside to inside as they do on the factory frame. No spacing them farther apart is permitted. You may run a bolt in style cradle with spring pockets (THESE MUST BE APPROVED BEFORE THEY CAN RUN). The cradle must not add any strength to the front frame beyond what the factory '80-'02 cradle would in the factory configuration. No welding the frame to bolt in the cradle at all. They must utilize the factory bolting locations. The cradle and all suspension components must mount within 1" of the factory location.
11. The frame may not be lower than 14" to the ground. This will be measured at the back body mount hole from the bottom of the frame to the ground. All cars must meet this minimum including pre ran cars.
12. You may tilt the frame in 2 spots per side but no metal may be added. All factory holes in the frame must remain open. No welding these holes shut is permitted. If you clip a car, it will count as 1 of the 2 tilt spots per that side.
13. If a car has frame damage or rust damage, you must call first to repair it. Frame spacers for the body can be no larger than 3" in diameter and must be 1" tall. These may not weld to the frame in any way.
14. You may clip frames on pre-ran cars with a single butt weld with no metal added. You must use the same make and model of the frame (Ex: Ford to Ford, GM to GM, '03 and newer to '03 and newer, 1980-2002 to 1980-2002, old iron to old iron, and metric GM to metric GM). No hybrid frames are permitted.
15. You may also use a 4" x 4" x 1/4 plate, welded to the top side of the frame on the front two body mounts. These can weld no farther than 2" on the frame behind the body mount bolts.
16. No welding any material including but not limited to washers, plates, or anything else not specified, over the top of the spring pockets.

BUMPERS

1. Homemade front bumpers are permitted. If you choose to manufacture a homemade bumper, it must conform to the following size limits: It can be no larger than 8"x 8", except the specified middle section. The point must taper over an area of at least 32" wide and can not exceed 12" wide (front to back) at the tip of the point to the back side of the bumper. The point may only extend out 4" from the flat part of the bumper. If you are using a factory bumper, it may be loaded or stuffed full.

2. You may use 1/4" x 2" x 6" plate to weld the bumper to the frame (2 PER BUMPER MOUNTING LOCATION). These must touch the bumper and extend no further than 6" back the frame. Rear bumper shocks must appear stock and must be round pipe or factory shock. No square tubing is permitted and be no longer than 12" long.
3. For the front bumper, you may use a 10" x 2" x 2" bumper shock (square or round). These must start at the front edge of the frame and a 4" wide x 3/8" thick strap extending from your bumper down one side of the frame. On all cars 2002 and older, this plate may be 20" long. You are also permitted to wrap this strap around the front of the frame 4" to create an "L" shape. This is to give you enough material to weld your bumper to the strap. The plate may be formed but it can not double at any point. Do not abuse this rule, you will cut it. This strap must be on the side of the frame not the top or bottom of it.
4. On '03 and newer cars, the 4" x 3/8" thick plate can be 17" from the bumper back towards the A-arm.
5. No spacers of any type are permitted between the front bumper and the frame unless specified.
6. The rear bumper must be the factory bumper and may not be loaded.
7. Bumpers can not be lower than 14" or higher than 22" from the bottom of the bumper to the ground.
8. On pre-ran cars, if the frame is shortened in the rear and the bumper is replaced, the bumper shocks may not be located closer than 6" from the hump plate.
9. The front bumper may be hardnosed.
10. You may have a gusset from the core support spacer to the bumper. This must be below the bottom of the core support no bigger than 2" x 2" x 6". The core support spacer must be straight up and down and extend up through the core support to the top of the core support. The spacer may be welded to the top side of the frame, the bottom of core support, and the top of the core support. Do not weld this spacer to the core support in between these three places.
11. The rear bumper may be attached in one of two ways:
 - a With a factory bumper bracket which can not be longer than 14"
 - b With a 4" x 1/4" x 14" plate from the bumper to the frame.

SUSPENSION

1. You may modify the tie rods or run aftermarket ones. Valve stem protectors are permitted. A-arms must remain in stock configuration. Any rubber tire is permitted. Rear trailing arms may be homemade but can be no bigger than 2" x 2" square tubing or pipe and must mount to the package tray in factory manner (two separate mounting brackets and nothing connected to the humps). Doubling of tires is permitted. Bead locks are permitted but they can be no bigger than 21" across.
2. Coil springs in the rear may be welded, wired, or chained to the rear end. No coil to leaf conversions are permitted.
3. You may use any rear end of choice. Rear end protectors may be used but may not be used to strengthen car in any way.

4. Leaf spring cars may replace broken springs with factory 1/4" leaf springs only. No more than 7 springs are permitted and must have a 2" stagger and be mounted in the factory location. You are permitted 6 clamps per side.
5. The sway bar may be welded to the bottom of the frame in the factory location. You may use a 1 1/2" x 4" bracket or a 2" square tubing or pipe to weld to the sway bar to attach to the frame. The sway bar must be a factory made car type sway bar. The sway bar ends may be bolted and/or welded to the lower A-arms.
6. Upper and lower A-arms must be factory passenger car type, nothing homemade is permitted.
7. Upper A-arms may be welded down, by folding down the front and rear side of the A-arm and welding a 1/4" x 2" wide piece of metal on the front and rear side of the A-arms. The strapping must not extend more than 2" from the A-arm in any place. No other welding on the A-arms is permitted unless specified. Do not beat the top side of the A-arm down for any reason. This will be cut completely out, or the car will not run.
8. Lower A-Arms may not be welded. You can change out the new style A-arms for old style ones. Cars do not have to bounce. Solid suspension is permitted. The A-arm brackets may not be modified in any way and must mount as they did from the factory. You may reweld these with a single 3/8" pass of weld.
9. On '98-'02 frames, the cup over the spring pockets must remain in the factory location. These can not be removed or modified. These can not be added to '03 and newer frames.
10. No spring spacers are permitted on top of the coil spring inside of the frame.
11. On cars with two separate upper A-arm brackets and a shock tower, you may add a 1" bar or factory wish bone connecting the two brackets. This must mount between the A-arm brackets from mounting bolt to mounting bolt and attach only to the brackets and the top half of the coil tower. If this is welded to the frame, you will lose it.
12. You can use 1 piece of all thread a maximum of 1" in diameter with 4 nuts and 4 washers per side. Washers can be no bigger than 3" in diameter and 1/4" thick. These must be free floating. No welding is permitted. They can run from your upper A-arm to your lower A-arm. You may use a 4" square or round spacer from the bottom of the frame to the lower A-arm to set your height. These must be straight up and down from the bottom of the frame to the lower A-arm and can not extend up the side of the frame. This can not be welded to the frame at any point.

BODY

1. You may weld the doors, trunk lids, and/or tailgates. The strapping used for welding may not be stair stepped. No overlapping is permitted. Strapping may be 1/4" x 3" flat stock maximum. The tops of door skins may be smashed together and welded 1/4" x 3" flat stock be used. No formed or square tubing is permitted.
2. No interior body seam welding is permitted. Doors can be welded on the outside of the body only. For any rust repair on the body, you must call first to get approval.
3. Hoods must be open for inspection (12" x 12" hole over the carburetor). The car may not be smashed flat. If the car is tucked, the rear quarter panels on both sides of cars must be

10" higher than the floor of the trunk above the body bolts. If the speaker deck is removed the deck lid can attach to the package tray. The deck lid can be mounted no further forward than the back side of the coil springs.

4. Must have a 1" gap between the body and frame with a stack of washers or spacer of some kind. These may be no bigger than 3" x 3". You are permitted a maximum of 1" body bolts and they must start and stop in the factory location. All body mounts must be in the stock location. You can use 4" diameter washers inside the body. These must be free floating.
5. You may have 8 bolts in the hood to keep it secure. The bolts may be 1" in diameter. The front 2 may go all the way through the core support. You may use a 1/4" x 2" x 2" spacer through the core support. This may be welded to the top of the frame and the top and bottom of core support only. The spacers may not be lower than the top of frame.
6. You may have a front and rear window bar or wire. If using metal, it can be no thicker than 3/8" and no wider than 3". You may also use 2" x 2" square or pipe. These may not touch the rollover bar and must be at least 6" away from the gas tank protector. They can be welded to the roof no more than 6" from the window area and welded to deck lid no more than 6" from the rear window area. Metal used for this may not exceed 6" in length on the roof or deck lid. If you choose not to run a front window bar to the firewall, you may run a bar within the same measurements from the halo to your dash bar. This can not attach to the firewall.
7. Deck lids may have two 1" pieces of all thread connecting the floor pan to the deck lid. They may also attach to the frame by welding the all thread to the frame and must be straight up and down. On wagons, these may go through the roof or rear roof pillars from the rear end back. Two 8" X 8" inspection holes must be put in all deck lids. One on each side of deck lid within 2" of the trunk strapping and in the center of the trunk from the bumper to the window (you must be able to see the body mounts behind the wheels). Trunk lids must be the factory make and model of car (Ex: GM to GM, Ford to Ford). No pre-1980 deck lids are permitted on '80 and newer cars.
8. You can add a piece of angle that is a maximum of 4" x 4" x 1/4" to the top of the core support. This can be no longer than 32". No other metal is permitted to be welded to the core support unless specified.
9. Body bolt washers may be no bigger than 4" and can not be welded to the body in any way.
10. You may plate all 4 doors with steel no thicker than 1/8" from door seam to door seam. This is for added safety for the drivers. The doors may be plated on the inside or outside only, not both. The driver's door may only be reinforced in this way.
11. You may add 3 bolts per wheel opening.

CAGE

1. No cage components may be larger than 6". No stacking to make them 12". Gas tank protectors may be 32" wide from the outside to outside. You may use gussets to make this safe inside, but safe to get out as well.

2. The cage may have 4 down legs and must be mounted between the body mount in front of the rear wheels and the dash bar and they must be straight up and down. The cage must be at least 4" above the transmission tunnel.
3. The cage and gas tank protector may extend from sheet metal in the front of the package tray to the firewall. On non-package tray cars, the cage may extend from the center of the rear end to the firewall. The sheet metal may not be removed behind the gas tank protector. The rear seat bar can be mounted no farther back than where the kick panel meets the bench seat.
4. You can have 2"x 2" pipe or tube kickers from the front dash bar to the top side of frame behind the A-arms. No other material may be used. They may butt up against the A-arm and start no farther back than 2" off the A-arm. The kickers must be located behind the A-arm bracket on '98-'02 or behind the A-arm on all other models closest to the firewall of the car. If the kickers are located any farther forward than where specified, they will have to be removed. Kickers from the dash bar to the frame must be straight tube or pipe with a single piece of tubing only.

ENGINE, TRANSMISSION, & DRIVETRAIN

1. Engines may be chained in with 1 chain per side with standard 3/8" chain max. These chains may be no longer than 16" and no more than 2 chain links may be welded to the engine cradle. **NO CHAINS ARE PERMITTED TO WELD TO THE FRAME RAILS IN ANY WAY.**
2. Any motor of choice is permitted. Distributor protectors are permitted. Nothing that attaches to the engine can be wider than the headers.
3. Transmission protectors are permitted. They may not have extra/extended bracing to the cross member, frame, or any part of the cage components other than the factory mounting location. A transmission blanket is recommended. An OEM transmission cross member or 2"x 2" x 1/4" box tubing is permitted but it has to go straight across from frame rail to frame rail in the factory location of the transmission. The cross member can not be angled in any way.
4. It must be mounted with a 1/2" space from all the transmission protector components including the shifter plate and cross member. Skid plates are permitted. They may be one piece from the engine to the transmission. They may not extend past the oil pan or transmission pan and/or connect to the transmission cross member. No bolting or welding the skid plate to the frame.
5. Transmissions must be of passenger car origin. Transmission coolers may be used, but they must be secured in such a way to prevent injury. Metal or braided lines must be used. No fuel or low pressure lines may be used.
6. Transmission coolers may be secured in a container in the passenger compartment of the car.
7. Angles for the cross member can not be longer than 5". **THE CROSS MEMBER MUST RUN STRAIGHT ACROSS THE CAR AND MOUNT IN THE FACTORY LOCATION ON THE TRANSMISSION.**

8. No water coolers or overflow bottles are permitted. It must be a factory car radiator or an OEM replacement only.
9. The engine may be welded solid to the top side cradle with no added metal. Nothing that mounts to the engine or engine cradle will be permitted to be welded to the frame rails. They must attach only to the engine cradle, not the frame rails. If using mounts, nothing bigger than 7" x 7" landing pad can be welded to the cradle. If using bar style, nothing bigger than 9".
10. Radiator protectors are permitted. They must mount the same way as the factory radiator (bolted in, not welded). You may use 1/8" expanded metal on the core support, in front of the radiator. It may be bolted in 4 spots or welded in 4 spots with 1" welds. You must use an OEM core support. No homemade core supports are permitted. Fan shrouds are permitted. They may not act as a kicker in any way or extend more than 2" in front of the fan and can not attach to anything except the engine cradle.