



JULY 21, 2019

Demolition Derby Starts at 5:00 PM

Contact: Darrin Brown (612-404-5510) or Dave Brown (763-682-2969) with questions.

ABSOLUTELY NO WELDERS ON GROUNDS

<u>Payouts</u>	<u>1st Place</u>	<u>2nd Place</u>	<u>3rd Place</u>	<u>4th Place</u>
<u>Builders Class</u>	\$2,000 + 72" Trophy	\$1,200 + 60" Trophy	\$700 + 48" Trophy	\$100 + 36" Trophy
<u>Limited Weld Class</u>	\$1,200 + 60" Trophy	\$600 + 48" Trophy	\$400 + 36" Trophy	\$100 + 24" Trophy
<u>FWD Midsize</u>	\$1,200 + 60" Trophy	\$600 + 48" Trophy	\$400 + 36" Trophy	\$100 + 24" Trophy
<u>Modified Mighty Minis</u>	\$1,200 + 60" Trophy	\$600 + 48" Trophy	\$400 + 36" Trophy	\$100 + 24" Trophy
<u>Trucks</u>	\$900 + 60" Trophy	\$500 + 48" Trophy	\$150 + 36" Trophy	\$50 + 24" Trophy
<u>Youth (Ages 12-15)</u>	\$400 + 48" Trophy	\$250 + 36" Trophy	\$100 + 24" Trophy	\$50 + 18" Trophy

Registration and Fees

- Registration on the day of the event is from 9:00AM to 3:30 PM July 21, 2019. You need to be registered and through tech by 4:00 or you will not run, no exceptions! Drivers meeting will be at 4:30PM. All vehicles must be completely registered before inspection can occur. Inspection must be done off the trailer. Drivers only at inspection.
- Registration fees for all classes is \$50 before 1:00 PM, if after 1:00 PM the registration goes up to \$75. The driver and (1) pit person are included with the registration. Additional pit passes are \$25 each. Pit passes are required by all individuals in the pits. If under 18, you must have a parent or guardian's signature.
- All drivers must be 16 years or older and have a valid driver's license. 16-17-year olds must have a valid photo ID and must have both parents' signature on permission form.
- Social Security number will be required to collect winnings.
- No fee is to be refunded.

General Fair Rules

- **No alcoholic beverages in the pits, staging, or show area before, during, or after the derby. Subject to disqualification.**
- All cars enter through the Southeast gate, off Orono Parkway.
- All cars must be removed off the fairgrounds the night of the derby.
- All cars must remain in the designated pit area. Mechanical work done on cars in the pit area only.
- No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
- No riders up to the arena, no riding on cars at any time. Drivers full body must remain in the vehicle for the duration of the event, except for fires.
- All Drivers and Crew Members must attend the drivers meeting.

General Event Rules

- All drivers are required to wear seat belts, a safety helmet, and eye protection. A neck brace is recommended.
- You will be allowed one fire, after the second fire you will be disqualified. All cars must make an aggressive/legal hit within 1 minutes or they will be timed out.
- Cars must make contact. Sandbagging will not be tolerated, subject for disqualification.
- No movement on a red flag, we understand a car may have brake issues but if you are moving to gain better position you will be disqualified.
- No arguing with officials before, during, or after the event. Subject to disqualification.
- No intentional holding or tag teaming, subject for disqualification.
- No intentional hitting of driver's doors, subject for disqualification.
- No hitting a person with a stick down, subject for disqualification.
- Cars will be re-inspected at judge's discretion before any prize money is paid out. The cars will be re-inspected by the staff only. Everyone else will stay back until cars are deemed to be legal.
- You can protest a vehicle only if you are running a car in the same class. Protest is \$300, must be brought up to the inspection crew. If the car is illegal, cash goes back to the protestor. If the car is legal, cash goes to the driver.
- Judges decisions are FINAL!!

General Car Rules

- ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.
- **Builders Class**- Any American made car can run with the following exceptions; No 4x4's, ambulance, hearses, trucks, or limousines.
- **Limited Weld Rules**- Any American made car can run with the following exceptions; No 1973 or older Chrysler Imperials or Imperial sub-frames, 03+ FOMOCO Cars, Suicide Lincolns, 4x4's, ambulance, hearses, trucks, or limousines or Checker Cabs.
- **FWD Midsize**- Any American made car can run with the following exceptions; all vehicles must be FWD, 6 cylinder or less, and under 109" wheelbase. If you are unsure about vehicle being eligible for class, ask.
- **Modified Mighty Minis**- Any mass produced mini-van, s10/s10 blazer, ranger, bronco II, 84 or newer jeep Cherokees, 2003 or older dodge Durango/Dakota may be ran. If 4-wheel drive, front drive shaft must be removed. ¼ ton max.
- **Trucks**- 1/2 - 3/4-ton American made pickup, extended or crew cabs, and suburbans are allowed, NO 1 tons or frame swaps.
- **Youth (Ages 12-15)**- Any American made car can run with the following exceptions; all vehicles must be FWD, 6 cylinder or less, and under 109" wheelbase. If you are unsure about vehicle being eligible for class, ask
- No profanity allowed on cars, subject to disqualification.
- No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
- All cars must be stock, unless modification is stated in the rules.
- All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
- All trailer hitches and braces must be removed.
- Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
- You must have a number in bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
- All cars must have working brakes when you come to inspection. If the car is not able to exhibit the ability to stop it will not be inspected.
- NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!
- Forklift tires, skid loader tires, and bobcat tires are allowed on drive and steering tires. No foam filled tires are allowed on drive tires.
- IF THE RULES DO NOT SAY YOU CAN DO IT THEN YOU CAN'T!!!!!!!!!!

BEST PAINT JOB CONTEST \$200 TO WIN!

Vehicle must participate in the demolition derby.

*** If you win best paint job, you must participate in the class you are registered for! ***

- ❖ **Limited Weld Rules-** Any American made car can run with the following exceptions; No 1973 or older Chrysler Imperials or Imperial sub-frames, 03+ FOMOCO Cars, Suicide Lincolns, 4x4's, ambulance, hearses, trucks, or limousines or Checker Cabs.
- ❖ **Frame**
 - **Seam Welding-**
 - You may weld top frame seam only from the a-arm forward, ½" wide bead maximum, only 1 pass on all frame seam welding. DO NOT re-weld the upper A-Arm brackets when rewelding top seams.
 - You are allowed an additional 8" of welding per side behind the a-arms. This can be used to clean up any spotty welds from factory or to reweld the seams or cut where you decide to tilt the car.
 - Mopar - Factory K-Member cars can remove k frame mounts and bolt tight with ¾" bolts. K member cars may weld the K-Member to frame in 4 spots. Each spot may be 4" of weld without any filler material.
 - **Tilting-**
 - Tilting vehicles is allowed, if you are tilting you cannot exceed the 8" per side you are given behind the A-Arms from the seam welding section.
 - **Shortening-**
 - You may shorten the front most part of the frame rails only. You may cut the frame off flush with the front edge of the body mount hole (core support mount). The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run.
 - **Frame Shaping-**
 - Frames can be shaped in the hump area only, 12" from highest point of hump either way. No other frame shaping will be allowed.
 - **Plating-**
 - Pre-ran cars will be allowed to plate where a car is bent. There must be a proof of bend where plate is. Plate cannot exceed 5"x5"x3/16". No more then 6 plates total on car.
 - **Frame Repair-**
 - If your frame is rusted through call first, if you do not call us, do not expect us to allow you to run! Must be same thickness as frame, piece may be butt welded in, no overlap, frame rust can be cut out, but we need picture evidence before you do so. No re-stubbing of any frames, if your frame is bent, find a new car, you cannot re-stub it. No exceptions!
 - **Hump Plates-**
 - No hump plates allowed.
 - **Bumper-**
 - You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape, but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid, we do not want them coming off. Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.
 - If you choose to manufacture a homemade bumper it must either:
 - Conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide/deep at the tip of the point. The point may only extend out 4" from the flat part of the bumper. No Part of the bumper may extend past the front most part of the frame rails.
 - Conform to the stock dimensions of a bumper legal for this class. It must follow the dimensions of the stock bumper in height, depth, and point specifications. You do not need a skin or backing if following the stock dimensions. If you are manufacturing a bumper to these specifications, you need to have the bumper approved prior to the show.
 - Front and rear bumpers may have (2) spots of #9 wire (4 loops) from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame).
 - **Bumper Height-**
 - Cannot exceed 22" to the bottom of the bumper/frame from the ground and it must be a minimum of 14" from the ground to the bottom of the bumper or frame in the rear, whichever is lower. Rear rails cannot be higher than 22"!
 - **Bumper Brackets- You get 2 choices, pick 1 or the other, not both!**
 - Any automotive bumper brackets may be used from any car that is legal to run in your class. No more than one set of brackets may be used. Welding of shocks to the bracket is allowed in the factory position. Shock must be stock with bracket. Brackets cannot go any further back than 16" from the front most part of frame. No manufactured brackets/replica brackets may be used. No loaded bumper shocks.

OR

- You can use (1) 4" wide x 3/8" thick plate extending from your bumper down the frame and cannot extend any further back than 16" from front most part of frame. Bracket can only be on one side of frame. You can 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. Do not abuse this rule YOU WILL CUT.
 - "Y" frame cars will be allowed to collapse y and weld top and bottom seam and use bracket rule.
- **Rear Bumper Brackets- You get 2 choices, pick 1 or the other, not both!**
 - You may use the factory bracket that came on the car you are running; this bracket cannot be manipulated in any way to make it longer.
 - You may use (1) 4" wide x 3/8" thick x 12" long flat strap, only 8" can attach to frame.
- **Rear Frame Rails-**
 - You may tie frame rails together behind the rear end with 4 loops of #9 wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld 1 – 3/8 chain link to the side of the frame to run the wire through, but do not reinforce the frame with the chain link or you will cut it off. This wire may pass through the trunk floor if you choose.
 - Notching/Dimpling is allowed, pre-bending rear frame rails is allowed. You cannot weld your notches back together.
- **Transmission Cross Member-**
 - You must run the transmission cross member in the stock location for the car you are building. You can weld 2" angle iron no thicker than 1/4", no longer than 6" to the side of the frame to support the cross member. If you replace the cross member, it can be no larger than 2"x2"x1/4" square tubing or 2.5"x1/4" round tubing.
 - The transmission cross member must be one piece and must be straight from side to side (no extra material in crossmember and no arched cross members). Crossmember cannot be refabricated in any way.
 - You are required to drill a 1/2" hole in the crossmember on the bottom side 6" from a frame rail for inspection purposes. If you don't drill the hole in advance it will be torched while on the hoist!
 - The transmission cross member is the only method which the transmission may be tied in. The transmission brace and skid plate can only meet the cross member over a 12" surface area. Cadillac frame extensions/tails cannot be welded or connected to the transmission crossmember.
- **Engine Cross Member-**
 - You are allowed (2) 6"x10"x3/8" plates for mounting your engine. These plates must be welded to the top side of engine crossmember ONLY and at no point be closer than 2 inches from the frame! Call with question, do not abuse this rule as this plate is for engine mounting not reinforcing the car.
- ❖ **Body**
 - **No other seams may be welded other then what is outlined in these rules! Absolutely no exceptions.**
 - **Doors-**
 - You may weld your doors 5" on and 5" off, you cannot weld solid, with nothing larger than 3" by 1/8" strap, it must follow the door seam. Do not overlap strap or you will cut the strap off. If you chose not to weld the doors, they must be tied shut in six locations using 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points.
 - You can add bracing to the exterior side of the driver's door. Drivers Door bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 3" past the exterior driver door seam either forward or backward. Door sheeting may be up 1/4" thick.
 - Doors cannot be welded along the top (where the window comes through).
 - **Shaping-**
 - Body lines/shaping may be pounded on outside of car, no shaping other parts of car (firewall, transmission tunnel, etc.) Any shaping of these areas will result in a load situation.
 - Body cannot be pounded over and welded or bolted together.
 - **Body mounts-**
 - Bolts can be replaced with up to 3/4" bolts, body mounts can be replaced with steel spacers or washers but must be 1" thick and have the same diameter as stock spacers. Body spacers can be welded to the frame in 2 spots, 1/2" long weld each, this is to keep them from moving when putting body back on. Bolts may extend through body and have up to a 5x5x1/4" square or 6"x1/4" round washer on top. Do not weld body bolt washers to the body.
 - **** Chrysler Shocker & Y Framer cars have a choice, they can either ****
 - ◆ Use the 1" spacers and add 1 body bolt per frame rail, must be to bottom of frame rail and through sheet metal, no welding, must follow other body mount rules.
OR
 - ◆ Not run spacers (suck sub up tight to floor) but you CANNOT add an extra mount.

- Bolts must be up inside of frame as factory and may not to exceed 6" long. If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. You must leave at least a ¼ space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight.
- Absolutely no body mounts may be moved or added, unless otherwise specified, do not shorten the front of your car past the body mount hole as your car will not run. You can nut the all-thread on the bottom of the core support mount, the all-thread may be welded to the side of the frame at the core support mount.
- **#9 Wire in Window Openings-**
 - No 9 Wire will be allowed other than what is mentioned in these rules.
- **Hoods and Front Clips-**
 - Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with (12) 3/8" or less bolts and 1.25" diameter washer to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts.
 - You are allowed 6 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread.
 - Your front 2 rods must go through core support mount, other 4 connections must be sheet metal to sheet metal only, 8" long maximum. If you do not have sheet metal to go through on the bottom, you may weld a 5"x5"x1/4" square plate off the inside of the fender, with a 1" hole for the rod to pass through. It can only be welded on one side of the plate and cannot be used as a gusset from fender to core support or firewall.
 - If not using threaded rod for the back (6) mounts, chain (3/8" max) 9 wire (4 strands) or angle iron (6" long, 2" x 2", ¼" material welded to hood and fenders with (2) 1/2" bolt through it) is allowed, 6 connections max.
 - All hood bolts must be placed outside the windshield bars. You may have washers for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round. These cannot be welded to the hood.
- **Core Supports-**
 - Core supports can be interchanged, core support must come from a car legal to run in this class.
 - **Core support must go in the factory location, no sliding forward or backwards.** It must line up with the stock bolt holes, you may use the factory bolts and bolt holes to attach core support to fenders. No other material may be added to attach the core support to the fender unless otherwise noted.
 - If you wrap or fold your fenders around the front of the core support do not exceed (6) 3/8" bolts and 1.25" diameter washers to bolt back to the core support per fender.
 - Radiator support mounts can be removed, and you can suck the radiator support down solid.
 - Core support spacers cannot be welded to anything, only the threaded rod may hold them in.
 - Core support spacers cannot exceed 3" square material and cannot extend up any further than the bottom of the core support.
- **Sheet Metal Rust Repair-**
 - DO NOT cut any sheet metal you are repairing out. Sheet metal must be same thickness as body, repair sheet metal must remain flat, no forming or rolling plate to add strength. This metal can exceed 2" past rusty metal.
- **Trunks-**
 - You can fold trunk lid over. Do not slide your trunk forward or back, trunk must remain on hinges.
 - Trunk lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes, inspection hole may have (4) 3/8" or less bolts and 1.25" diameter washers bolting the two layers back together. If these holes are strategically placed so that we cannot see what we want to see to inspect the inside of the trunk you will be asked to cut more or bigger holes.
 - Your trunk lid may be V'D or canoed in the center, but the drip rail must remain at least 10" off the trunk floor. The 10" will be measured from the top of the frame rails not the spare tire hole.
 - (2) 1" All-thread may go from the trunk lid to the frame or trunk pan. If it passes through a body mount hole you must have a 1" spacer between the body and frame. If welding to frame rod must be welded vertically and no more than 4" of weld. Threaded rod must pass through trunk lid and not through fender.
 - Absolutely no welding on trunk seams. 8 locations of chain (3/8" max), 9 wire (4 strands), or angle iron (4" long, 2" x 2", ¼" material welded to hood and fenders with (1) 1/2" bolt through it) can fasten trunk closed.
- **Firewall-**
 - Absolutely no pounding or shaping of firewall.
- **Front Window Bars-**
 - For safety, all cars must have 2 straps or stoppers extending from the roof of the car to the firewall/dash. Straps cannot be any larger than 3"x1/4" and must be 14" apart at firewall. You can connect the straps with a single horizontal strap, this strap must be at least 6" away from any engine protector components. The horizontal strap connecting the two vertical straps cannot be any larger than 3"x1/4". No more than 6" from the front window opening of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over the 6" or you will cut.

- **Rear Window Bar-**
 - No rear window bars allowed.
- **Wheel Wells-**
 - You may cut wheel wells for tire clearance. Fenders may be bolted back together with (6) 3/8" bolts, and 1.25" diameter washers. No rolling your fenders and welding them.
- **Miscellaneous-**
 - GM Wagons must remove all rear decking and seat components.
- **Radiators-**
 - When mounting the radiator, you must NOT reinforce the core support in any way.
 - You may have one or the other of the following in front of your radiator-
 - 3/16" expanded metal that cannot extend past the front body mount bolts. May be attached with 10 - 3/8" bolts or 10 - 1" welds.
 - OR
 - An automotive air conditioner condenser bolted in with 10 - 3/8" bolts or 10 - 1" welds.
- ❖ **Engines, Transmissions, Braces, and other Equipment**
 - **Gas Tank-**
 - 15-gallon tank max, Fuel cells must be well constructed and out of a durable material. No plastic tanks, metal is preferred, boat tank type is fine. Any splashing, spilling, or leaking of fuel will result in a broken flag. Fuel cells are recommended to be mounted to the gas tank protector/ cage. No "Gas Tank Holders".
 - Fuel tank must be bolted or chained in place with a floor mat covering it. No ratchet straps unless it's a secondary device.
 - **Pedals and Batteries-**
 - All battery boxes and gas pedal/brake pedal, and any plate attached to it must be at least 2" away from any engine or transmission protectors or body bolts. These items must be bolted to sheet metal only, they cannot be attached to the frame or cross member in any way. No Larger than 1/2" bolts and standard washers may be used to mount items (No full plate washer's underneath).
 - **Oil Coolers, & Transmission Coolers-**
 - Engine coolers and transmission cooler will be allowed. These coolers cannot be placed to reinforce the car.
 - **Gas Tank, Transmission Cooler, Battery, Pedals, Shifters, etc.**
 - **All equipment must be fashioned tightly to the vehicle!** * We do not want to see anything come loose during the event, if it does, your stick will be pulled. Ratchet straps will only be sufficient as a backup.
 - Equipment cannot be attached to floor sheet metal and cage, one or the other.
 - **Drive Shafts-**Slider drive shafts are allowed.
 - **Motor-**
 - Use motor of choice, motor must be in a like stock location.
 - **Distributor Protectors/Full Cradles-**
 - Cradles will be allowed only if firewall is removed completely behind it, 2" beyond the cradle. They must be attached to engine or transmission only, back most part may be no wider than 12 inches. It may not be welded, bolted, or connected to body or hood in any way. Forward supports (halo bars) must be inside normally positioned headers and not extend past the water pump. After market cradles are allowed. If running a pulley protector, the steering stabilizer must be removed, they cannot extend past 2" past the water pump. No portion of the midplate or distributor protector may extend past the heads more than 3".
 - There must be 6 inches of clearance between the Distributor Protector/Mid Plate and all cage components at the start of the event.
 - **Engine Attachment-**
 - You have 2 options for tying in your motor:
 - If using a distributor protector, midplate, or full cradle: Engine can be attached to the frame in two spots. The only way to attach your motor is with clamp style rubber mount. An original clamshell style may be used, or if running a "weld down" type of mount there must be at least 1/4" of rubber between weld down plate and cradle. The motor mount must have rubber inside of it. Your motor mounts/plates and welds holding them must say at least 1" from the factory seam connecting the engine crossmember to the frame. The motor mounts can only be welded to the top of the engine crossmember.
 - OR
 - If a distributor protector, midplate, or full cradle is not used: You will be allowed your motor mounts as well as one 3/8" x 3" flat strap per side welded to the top side of frame ONLY! Strap must attach to the head accessory mounts of engine and go directly to frame. No angling forward or backwards to reinforce frame.

- **Transmission Brace and Skid Plate**
 - You may run multiple bars down or one solid plate that conforms to the transmission, this can run from the back of the heads or DP to the back of the transmission. If these bars or plate catch the sheet metal excessively you will be required to cut reliefs into the transmission tunnel. Your trans brace can only be 12" where it meets the transmission cross member. You can build a 90-degree angle where it meets the transmission cross member and it may be chained or bolted to the crossmember.
 - Aftermarket bellhousings are allowed.
- ❖ **Cage-**
 - **A 4-point cage and some sort of rollover protection is mandatory, this is a non-option. Safety is our #1 priority. A 4-point cage consists of a dash bar, a bar behind your seat, and 2 bars connecting those bars running along your doors. Either a bar that extends up from the back-seat bar, behind your seat, and is welded/bolted to the roof, or a halo bar that extends up from the side bars and connects with a bar across the top of the roof will be sufficient for rollover protection.**
 - **4 Point Cage-**
 - All cage material may be no larger than 6" diameter.
 - Door bar lengths are not to exceed 62". This bar must not extend more than 18" behind the center post on a four-door car and 10" behind the center post on a two-door car.
 - Dash bar and seat bar can only be 6" diameter or less and you may use only one, no doubling of these bars.
 - Driver side door bar is the only bar that may be inside the door for driver's safety, all other bars must be in the interior of the car.
 - The bar behind the seat can be no further than 6" behind the seat and must follow the center post rule above.
 - Cage may be gusseted at each joint and one on each side of the gas tank protector.
 - All bars must be straight bars nothing contoured to the body.
 - All cage components must be a minimum of 4" off the floor, except for down legs that you will be allowed. Dash bar will be measured at the transmission tunnel; all other bars will be measured at body bolt elevation (This includes the gas tank protector). No cage components may be welded to the frame, except for the down legs.
 - No cage component may be welded to the frame – except the down legs mentioned above.
 - All cage components must be at least 6" away from the firewall and all engine protector components at the start of the event. NOTHING can be closer than 6"!
 - **Down Bars-**
 - You will be allowed (4) down legs. Down legs can be no bigger than 2"x3"x1/4", welded to the door bars, and they must be vertical. They cannot extend higher than the cage bar unless being used as your rollover bar. These bars may be welded to the top side of the frame and must not have any other material use to weld the down bars to the frame. If these legs are welded to the front or back of the door bar they will be added to the total length of the bar, which is still not allowed to be longer than 62". Legs must be attached to the main 4-point cage, NOT the gas tank protector. The down legs cannot be attached to or cover any body bolts. Front down legs cannot extend further past the INTERIOR front door seem and rear seat down bar cannot extend any further backward then the rear of the door bar based the door bar criteria above.
 - **Halo/Rollover Bars-**
 - Must be attached to the 4-point cage following the length of bar rules above. Can be welded to frame with no larger material than 2"x3"x1/4". Must be vertical, not angled forward or back. The bars may be bolted to the roof.
 - **Gas Tank Protector-**
 - Tubing for protector must be 6" diameter or smaller. The protector must be no wider than 24", must be at least 4" off the floor, and must be in the center of the car. Protector must have a 1" gap between the rear package tray and sheet metal and cannot be attached to it in any way. If you are caught attaching your gas tank protector to the package tray, sheet metal, or frame, a 3" gap will be required between the protector and the package tray to fix the problem. If you extend the gas tank protector above the package tray it must be perfectly vertical and not extend more than 6" above the speaker deck.
- ❖ **Wheels, Suspension, and Steering**
 - **Rear Suspension-**
 - Any leaf sprung vehicle must remain leaf sprung. Any coil car vehicle must remain coil sprung.
 - The rear of cars can be squatted and chained to stiffen the rear suspension or gain your desirable ride height. This can be accomplished with 1 3/8" chain wrapped around the rear-end and wrapped around the frame. Absolutely no welding anywhere on this chain. On a unibody rear vehicle, you can cut 2 holes for this chain to pass through the body.
 - You will be allowed to run (2) 1" rods, that may be welded to the rear end, up through the factory hole in the package tray, and up through the body. This rod can be welded only to the rear end, if welded anywhere else, you will need to cut all the way around the rod and remove the piece completely. You are only allowed (1) 1" nut on the top side of the rod, you cannot make the rear suspension solid.

- **Coil Sprung Vehicles-**
 - Coil sprung vehicles may double springs, stretch springs etc. to get rear bumper height. Springs cannot be welded together or to the rear-end or any sheet metal. You may connect springs together in 4 spots only using 3/8" bolts, 3/8" chains, or 9 wire (4 strands max). You may bolt, chain, or wire the springs to the rear-end following the same guidelines above. Do not run any of these through the body, that would be considered a body mount.
- **Leaf Sprung Vehicles-**
 - Leaf sprung vehicles can restack their pack. Leaf springs must be made of a stock spring material. 3/8" max per spring, and springs cannot be more than 3" wide. 7 leaf max, you may have 1 spring as long as your rear main, but only one. These 2 must be in the top of the pack, and all other springs must stagger down 1" each spring (not a total of a 1" stagger). 6 leaf clamps are allowed on each set of springs, these may be homemade, but cannot be more than 4" long x 2" wide x 1/4" thick, (2) 3/8" bolts may be used to clamp these together.
 - Leaf sprung vehicles must use the factory front leaf spring attachment method, and the main leaf spring must remain the same length as factory. The rear hangers can be homemade, and the leaf springs can be relocated under the frame rail, but homemade hangers must follow these guidelines
 - ◆ (2) 1.5" straps no thicker than 1/4" may be used along the side of the frame rail to clamp the leaf spring. These cannot extend any further than the top most part of the frame rail and must be cut 1.5" past where the center of leaf spring eyelet bolt will run through on the bottom. These CANNOT be welded to the frame, you will be allowed (1) 1/2" bolt to pass through frame rail in the center of the rail, this must come out the other side. You cannot pin this portion of the frame, only the bolt can pass through. Any questions on this, please ask.
- **Rear-Ends-**
 - Use rear end of choice but must be no more than 8 lugs. Welded or posi-track highly recommended.
 - Back braces are welcome. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube and 10" on the remaining housing.
 - Stock rear end control arms can be reinforced. You can fabricate your own control arm, but material cannot exceed 2"x3" thickness. Control arms must clear all frame and rearend components, they cannot be fabricated to strengthen car or frame. They must have a bushing or at least a bolt and pivot unobstructed what so ever. They may be shortened or made longer for pinion angle. They must attach in stock configuration for the suspension setup you are using.
 - No Hybrid Setups.
 - **Watts-Conversion-**
 - All brackets must be only large enough to hold a stock style sized control arm and cannot be gusseted. Control arms must be mounted in a like factory location (from a pre-98 Vic) and not shortened/moved to reinforce the car (Bottom control arm mounts cannot attach to package tray). All factory brackets must be completely cut off car. No swapping package trays to an older style, it must remain the package tray factory for the car. Do not use bottom control arm bolt to pin the frame, it must go from inside of frame rail through control arm. Factory sized bolt only, no oversize.
 - **3 Link Vehicles-**
 - These vehicles (like mid 70s fords) will be allowed to convert their 3 link vehicles to 4 link, following the watts conversion rules above.
- **Tires and Wheels**
 - Wheels no bigger than 16", no split rims, no studded tires. Doubled tires are ok, we don't want any flats!
 - Foam filled tires are **not** allowed on drive tires, they will be allowed on steer tires.
 - Valve stem protectors are ok. Tires may be screwed to rims. Wheels may be bead locked. You may run weld in centers.
 - Outside of the rim may be reinforced but not bracing may extend past the outside edge of the rim, this includes the bead lock. All wheels must have start as a factory wheel.
- **Front Suspension and Steering-**
 - **Tie Rods and Ball Joints-**
 - Tie rod tubes may be reinforced, or you may use a manufactured tie rod but must stay close to the same length and must mount in the same configuration as stock. Do not re-engineer the way the steering components mount to the frame. No ball joint protectors permitted. Aftermarket ball joints and tie rod ends will be permitted. If using an aftermarket ball joint, it can either be a press in, weld in, or bolt in joint. If welding a ball joint in it there must be room between the ball joint collar and the frame. You cannot add any material to the spindle where the ball joint or tie rod meets.
 - **Center link-**
 - Factory center link to a car legal in this class must be used, no homemade. It must remain mounted in the same manner as factory.

- **Stabilizer/Sway Bar-**
 - No welding to frame. Stabilizer/Sway bar cannot meet any cradle components. This must mount in a factory manner.
- **Spindles-**
 - Factory spindle of a car legal for this class may be used. You may swap spindles, but absolutely no aftermarket. Bracing is not allowed on the spindle, and you cannot re-engineer the way the spindle mounts. If it bolts on great, if not, find a different spindle. No aftermarket hubs may be added to the spindle, it must remain a completely stock spindle
- **A- Arms/Control Arms-**
 - A-Arm swaps are ok, but A-Arm/Control Arm must mount in the way your car came from factory, if swapping A-Arms it must be from a car legal to run in this class.
 - A -arms may be welded or bolted down but may not be reinforced. You can use 2 – 2"x4"x3/16" straps to weld your upper a-arm down. No other welding will be allowed on a-arms (If you are found to have too much weld you may be asked to cut them completely loose) If you choose to bolt them you may have 1" all-thread ran in place of the shock. This is the only method allowed to bolt them down. On the bottom a-arm you can have one 3x3x1/4" plate simply used as a washer (CAN NOT be welded). On top, you will be allowed one 1 ½" washer (CAN NOT be welded). You are not allowed any plate inside the spring pocket. Only a 1" nut and a standard 1" washer allowed inside the spring pocket.
- **Steering box-** May be interchanged but must remain a stock box for a car that is legal in the class you are running. Steering box adapters are allowed but they cannot be used to strengthen frame. Pitman arms must remain stock or stock replacement.
 - **FACTORY STEERING CONFIGURATION FOR THE CAR YOU ARE RUNNING MUST BE USED. NO AFTERMARKET HYDRAULIC STEERING SET UPS.**
- **Idler Arm-** Idler arm must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running. Idler arm cannot be welded to the frame.

- ❖ **Builders Class-** Any American made car can run with the following exceptions; No 4x4's, ambulance, hearses, trucks, or limousines.
- ❖ **Frame**
 - **Seam Welding-**
 - All frame seams can be welded, ½" wide bead maximum, only 1 pass on all frame seam welding.
 - **Tilting-**
 - Tilting is allowed, the only tilt that can be supported by additional material is the tilt at the transmission crossmember.
 - **Shortening-**
 - Shortening of frame is allowed.
 - **Frame Shaping-**
 - Frame shaping is allowed.
 - **Frame Repair-**
 - Frames can be plated, but you must show the proof of the bend. No more than 40" of plate total. Any excessive plating will need to be cut. Re-stubbing of cars is allowed.
 - **Hump Plates-**
 - You can have a hump plate. Plate can be 32" long x 3/8" thick and cannot be taller than the height of frame. If leafing a car that is not leafed from the factory, you cannot have a hump plate.
 - **Bumper-**
 - You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape, but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed.
 - If you choose to manufacture a homemade bumper it must either:
 - Conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide/deep at the tip of the point. The point may only extend out 4" from the flat part of the bumper. No Part of the bumper may extend past the front most part of the frame rails.
 - Conform to the stock dimensions of a bumper legal for this class. It must follow the dimensions of the stock bumper in height, depth, and point specifications. You do not need a skin or backing if following the stock dimensions. If you are manufacturing a bumper to these specifications, you need to have the bumper approved prior to the show.
 - **Bumper Height-**
 - Cannot exceed 24" to the bottom of the bumper/frame from the ground and it must be a minimum of 12" from the ground to the bottom of the bumper or frame in the rear, whichever is lower. Rear rails cannot be higher than 24"!
 - **Bumper Brackets- You get 2 choices, pick 1 or the other, not both!**
 - Any automotive bumper brackets may be used from any car that is legal to run in your class. No more than one set of brackets may be used. Welding of shocks to the bracket is allowed in the factory position. Shock must be stock with bracket. Brackets cannot go any further back than the very front most part of your front top- a-arm mount factory weld.
 - OR**
 - You can use (1) 5" wide x 3/8" thick plate or (1) 3" x 3/8" circle tube extending from your bumper down the frame and cannot extend any further back than the very front most part of your front top- a-arm mount factory weld. This bracket can be on more than one side of frame. You can 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. Do not abuse this rule YOU WILL CUT.
- **Rear Bumper Bracket-**
 - Cannot be any longer than 12" from back of frame rail.
- **Rear Frame Rails-**
 - You may tie frame rails together behind the rear end with 4 loops of #9 wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld 1 – 3/8 chain link to the side of the frame to run the wire through. This wire may pass through the trunk floor if you choose.
 - Notching/Dimpling is allowed, pre-bending rear frame rails is allowed.
- **Transmission Cross Member-**
 - You must run the transmission cross member in the stock location for the car you are building. You can weld 2" angle iron no thicker than 1/4", no longer than 8" to the side of the frame to support the cross member. If you replace the cross member, it can be no larger than 2"x3"x1/4" rectangular tubing or 2.5"x1/4" round tubing.
 - The transmission cross member must be one piece and must be straight from side to side (no extra material in crossmember). Crossmember cannot be refabricated in any way. You can pressure into crossmember and weld transmission brace to the crossmember.

- You are required to drill a ½" hole in the crossmember on the bottom side 6" from a frame rail for inspection purposes. If you don't drill the hole in advance it will be torched while on the hoist!
- The transmission cross member is the only method which the transmission may be tied in. The transmission brace and skid plate can only meet the cross member over a 12" surface area.
- **Engine Cross Member-**
 - Engine crossmember can be plated or fabricated. Inter-marriage of engine crossmembers is allowed.
- ❖ **Body**
 - **Doors-**
 - You may weld your doors solid with nothing larger than 3" by 1/4" strap, it must follow the door seam.
 - You can add bracing to the exterior side of the driver's door. Drivers Door bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior driver door seam either forward or backward.
 - Doors can be welded along the top (where the window comes through), no strapping larger than 3" by ¼".
 - **Shaping-**
 - Body lines/shaping may be pounded on outside of car.
 - **Body mounts-**
 - Bolts can be replaced with up to 1" bolts. Bolts may extend through body and have up to a 5x5x1/4" square or 6"x1/4" round washer on top.
 - Bolts must be up inside of frame as factory and may not exceed 6" long.
 - Absolutely no body mounts may be moved or added, unless otherwise specified.
 - **#9 Wire in Window Openings-**
 - #9 Wire is allowed in window openings. There is no rule on how much, but we must be able to get you in and out of the car in case of emergency.
 - **Hoods and Front Clips-**
 - Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer to pinch the hood sheet metal back together.
 - You are allowed 8 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread. (4) rods may go to the frame.
 - Other 4 connections must be sheet metal to sheet metal only, 8" long maximum. If you do not have sheet metal to go through on the bottom, you may weld a 5"x5"x1/4" square plate off the inside of the fender, with a 1" hole for the rod to pass through.
 - If not using threaded rod, chain (3/8" max) 9 wire (4 strands) or angle iron (6" long, 2" x 2", ¼" material welded to hood and fenders with (2) 1/2" bolt through it) is allowed, 6 connections max.
 - You may have washers for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round.
 - **Core Supports-**
 - Core supports can be interchanged, core support must come from a car legal to run in this class.
 - If you wrap or fold your fenders around the front of the core support do not exceed (6) 3/8" bolts and 1.25" diameter washers to bolt back to the core support per fender.
 - Core support spacers may be welded to the body and core support mount. Single weld not bigger than ½".
 - Core Support Spacers cannot exceed 3" square material.
 - **Sheet Metal Rust Repair-**
 - DO NOT cut any sheet metal you are repairing out. Sheet metal must be same thickness as body.
 - **Trunks-**
 - Truck lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes. If these holes are strategically placed so that we cannot see what we want to see to inspect the inside of the trunk you will be asked to cut more or bigger holes.
 - Trunk seams can be welded solid with 3" wide 1/4" thick strapping.
 - Your trunk lid may be V'D or canoed in the center.
 - (4) 1" All-thread may go from the trunk lid to the frame or trunk pan. If welding to frame rod must be welded vertically. Threaded rod must pass through trunk lid and not through fender.
 - **Rear Window Bar-**
 - You are allowed up to (2) rear window bars which may not be any larger than 2x2x1/4" square tubing or 3"x½" flat strapping. The bar must be in contact with the front trunk seam and can only extend 6" on the trunk/speaker deck and must stay on top of trunk sheet metal.
 - **Front Window Bars-**
 - For safety, all cars must have (2) windshield straps or bars extending from the roof of the car to the firewall/dash. Straps cannot be any larger than 3"x3/8", and bars cannot be any bigger than 2"x2"x1/4".

- **Radiators-**
 - Radiators and radi-barrels are allowed. If running a radi-barrel, it must be mounted at the front most part of the vehicle.
 - You may have material in front of the radiator, but none of this material can extend past core support bolts.
- ❖ **Engines, Transmissions, Braces, and other Equipment**
 - **Gas Tank-**
 - 15-gallon tank max, Fuel cells must be well constructed and out of a durable material. No plastic tanks, metal is preferred, boat tank type is fine. Any splashing, spilling, or leaking of fuel will result in a broken flag. Fuel cells are recommended to be mounted to the gas tank protector/ cage.
 - Fuel tank must be bolted or chained in place with a floor mat covering it. No ratchet straps unless it's a secondary device.
 - **Gas Tank, Transmission Cooler, Battery, Pedals, Shifters, etc.**
 - **All equipment must be fashioned tightly to the vehicle!** * We do not want to see anything come loose during the event, if it does, your stick will be pulled.
 - Equipment cannot be attached to floor sheet metal and cage, one or the other.
 - **Drive Shafts-** Slider drive shafts are allowed.
 - **Motor-**
 - Use motor of choice.
 - **Distributor Protectors/Full Cradles-**
 - Cradles will be allowed, must be attached to engine or transmission only, back most part may be no wider than 12 inches. It may not be welded, bolted, or connected to body or hood in any way. Forward supports (halo bars) must be inside normally positioned headers and not extend past the water pump. No portion of the midplate or distributor protector may extend past the heads more than 3".
 - **Engine Attachment-**
 - You will be allowed to weld your engine in, all welding must be on the engine crossmember only.
 - **Transmission Brace and Skid Plate**
 - You may run multiple bars down or one solid plate that conforms to the transmission, this can run from the back of the heads or DP to the back of the transmission. Your trans brace can only be 12" where it meets the transmission cross member. You can build a 90-degree angle where it meets the transmission cross member and it may be chained, bolted, or welded to the crossmember.
- ❖ **Cage-**
 - **A 4-point cage and some sort of rollover protection is mandatory, this is a non-option. Safety is our #1 priority. A 4-point cage consists of a dash bar, a bar behind your seat, and 2 bars connecting those bars running along your doors. Either a bar that extends up from the back-seat bar, behind your seat, and is welded/bolted to the roof, or a halo bar that extends up from the side bars and connects with a bar across the top of the roof will be sufficient for rollover protection.**
 - **4 Point Cage and Gas Tank Protector-**
 - All cage material may be no larger than 8" diameter.
 - Door bar lengths are not to exceed 62". This bar must not extend more than 18" behind the center post on a four-door car and 10" behind the center post on a two-door car.
 - Door bars may be located inside the door.
 - The bar behind the seat can be no further than 6" behind the seat and must follow the center post rule above.
 - **Down Bars-**
 - You will be allowed (8) down legs. Down legs can be no bigger than 2"x3"x1/4", welded to the door bars, and they must be completely vertical. All down bars must be inside the passenger compartment. They cannot extend higher than the cage bar unless being used as your rollover bar. These bars may be welded to the top side of the frame and must not have any other material use to weld the down bars to the frame. If these legs are welded to the front or back of the door bar they will be added to the total length of the bar, which is still not allowed to be longer than 62".
 - **Halo/Rollover Bars-**
 - Must be attached to the 4-point cage following the length of bar rules above. Can be welded to frame with no larger material than 2"x3"x1/4". Must be vertical, not angled forward or back. The bars may be bolted to the roof with (4) 1/2" bolts.
- ❖ **Wheels, Suspension, and Steering**
 - **Rear Suspension-**
 - Converting from a coil spring car to a leaf spring car is allowed. If you convert a coil sprung car to leaf sprung, you cannot have a hump plate.

- You will be allowed to run (2) 1" rods, that may be welded to the rear end, up through the factory hole in the package tray, and up through the body. This rod can be welded only to the rear end, if welded anywhere else, you will need to cut all the way around the rod and remove the piece completely.
- **Coil Sprung Vehicles-**
 - Coil sprung vehicles may double springs, stretch springs etc. to get rear bumper height.
- **Leaf Sprung Vehicles-**
 - Leaf sprung vehicles can restack their pack. 3/8" max per spring, and springs cannot be more than 3" wide. 9 leaf max, you may have 1 spring as long as your rear main, but only one. These 2 must be in the top of the pack, and all other springs must be shorter than the main. 6 leaf clamps are allowed on each set of springs, these may be homemade, but cannot be more than 4" long x 2" wide x ¼" thick, (2) 3/8" bolts may be used to clamp these together.
- **Rear-Ends-**
 - Use rear end of choice but must be no more than 8 lugs. Welded or posi-track highly recommended.
 - Stock rear end control arms can be reinforced. You can fabricate your own control arm, but material cannot exceed 2"x3" thickness. Control arms must clear all frame and rearend components, they cannot be fabricated to strengthen car or frame. They must have a bushing or at least a bolt and pivot unobstructed what so ever. They may be shortened or made longer for pinion angle. They must attach in stock configuration for the suspension setup you are using.
- **Tires and Wheels**
 - Wheels no bigger than 16", no split rims, no studded tires. Doubled tires are ok, we don't want any flats!
 - Foam filled tires are **not** allowed on drive tires, they will be allowed on steer tires.
 - Outside of the rim may be reinforced. Valve stem protectors are ok. Tires may be screwed to rims. Wheels may be bead locked. You may run weld in centers.
- **Front Suspension and Steering-**
 - **Tie Rods, Ball Joints, and Spindles-**
 - Aftermarket tie rod, ball joints, and spindles are allowed.
 - **A- Arms/Control Arms-**
 - A-Arm swaps are ok, welding a arm down solid is ok.
- ❖ **2003+ FoMoCo Products**
 - **Welding in Crossmember-**
 - Crossmembers can be welded in, must follow the engine crossmember rules above.
 - **Bolt in Crossmember-**
 - Bolt in crossmembers are allowed, material cannot exceed 3/8" thick material, and cannot be significantly wider than the engine crossmember. If building a bolt in crossmember it must be approved prior to the show.
 - **Spring Pocket-**
 - You will be allowed to weld a spring pocket onto frame, spring pocket cannot exceed 6" diameter, 3/8" material thickness max. You must have a 1" inspection hole in the spring pocket. Spring pocket must be flat on the top, it is only used to make a spot that the a-arm can rest on, not to reinforce the a-arms. If we feel your spring pocket is excessive, you will be required to change it to run.
- ❖ **Kickers**
 - All vehicles will be allowed (2) 3"x3" kickers extending from the dash bar to behind the a-arm. You can weld a 6"x6"x3/8" pad for the kicker to land on to the frame.
 - You are permitted (1) kicker from the dash bar to the back of your cradle. This kicker cannot exceed 4"x4" tubing.
- ❖ No sheeting of vehicles, other then what is specified in these rules. No plating cars unless there is a bend. This is a builder's class, not an anything goes class.

- ❖ **FWD Compact-** Any American made car can run with the following exceptions; all vehicles must be FWD, 6 cylinder or less, and under 109" wheelbase. If you are unsure about vehicle being eligible for class, ask.
- ❖ **Frame**
 - **Seam Welding-**
 - **Absolutely no seam welding is allowed, on frame or body.**
 - **Shortening-**
 - You may shorten the front most part of the frame rails only. You may cut the frame off the crush zone flush with the front edge of the body mount hole. The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. If you remove the body mount completely or relocate it, you will not run.
 - **Frame Shaping-**
 - No frame shaping anywhere on frame.
 - **Frame Repair-**
 - Pre-ran vehicles will be allowed (4) 5x5x3/16" plates, these plates can only be on one side of the frame. There must be a 1" gap between fix it plates. We need to see a proof of bend to warranty the plate.
 - **Bumper-**
 - You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape, but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.
 - If you choose to manufacture a homemade bumper it must conform to the following size limits: It can be no larger than 8"x8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide/deep at the tip of the point. The point may only extend out 4" from the flat part of the bumper. No Part of the bumper may extend past the front most part of the frame rails.
 - Front and rear bumpers may have (2) spots of #9 wire (4 loops) from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame).
 - **Bumper Height-**
 - Cannot exceed 21" to the bottom of the bumper/frame from the ground and it must be a minimum of 14" from the ground to the bottom of the bumper or frame in the rear, whichever is lower. Rear rails cannot be higher than 21" at start of event!
 - **Bumper Brackets- You get 2 choices, pick 1 or the other, not both!**
 - Any automotive bumper brackets may be used. No more than one set of brackets may be used. Welding of shocks to the bracket is allowed in the factory position. Shock must be stock with bracket. Brackets cannot go any further back than the very front most part of your front suspension. No manufactured brackets/replica brackets may be used. No loaded bumper shocks.
OR
 - You can use (1) 5" wide x 3/8" thick plate extending from your bumper down the frame and cannot extend any further back than 12" from the front of frame. This bracket cannot be on more than one side of frame. You can 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. Do not abuse this rule YOU WILL CUT.
 - **Rear Frame Rails-**
 - Notching/Dimpling is allowed, pre-bending rear frame rails is allowed. You cannot weld your notches back together.
- ❖ **Body**
 - **No other seams may be welded other then what is outlined in these rules! Absolutely no exceptions.**
 - **Doors-**
 - You may weld your doors with nothing larger than 3" by 1/8" plates, 5" on and 5" off. It must follow the door seam. Do not overlap strap or you will cut the strap off. If you chose not to weld the doors, they must be tied shut in six locations using 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points.
 - You can add bracing to the exterior side of the driver's door. Drivers Door bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior driver door seam either forward or backward. Door sheeting may be up 1/4" thick. It is highly recommended that you add this additional bracing for your safety!
 - Doors can be welded along the top (where the window comes through), to connect door sheet metal, pound over and weld no added material.
 - **Shaping-**
 - Body lines/shaping may be pounded on outside of car, no shaping other parts of car (firewall, transmission tunnel, etc.) Any shaping of these areas will result in a load situation.
 - Body cannot be pounded over and welded or bolted together.

- **Sub Frame Mounts-**
 - Bolts can be replaced with up to 1" bolts, sub-frame can be sucked up tight, or mounts can be replaced with steel spacers or washers but must be the same diameter as stock spacers. Body spacers can be welded to the frame in 2 spots, ½" long weld each, this is to keep them from moving. Bolts may extend through body and have up to a 5x5x1/4" square or 6"x1/4" round washer on top. Do not weld body bolt washers to the body.
 - Bolts must be up inside of frame as factory. If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck.
 - Absolutely no subframe mounts may be moved or added, unless otherwise specified, do not shorten the front of your car past the sub-frame mount hole as your car will not run. You can nut the all-thread on the bottom of the core support mount.
- **#9 Wire in Window Openings-**
 - Absolutely no #9 wire is allowed in this class.
- **Hoods and Front Clips-**
 - Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with (12) 3/8" or less bolts and 1.25" diameter washer to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts.
 - You are allowed 6 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread.
 - Your front 2 rods must go through core support mount/front sub-frame mount. You may have 2 rods that can weld to frame, these must stay completely vertical, no added material, no bending the rod to weld more or make a gusset! The other 2 connections must be sheet metal to sheet metal only.
 - If not using threaded rod for the back (4) mounts, chain (3/8" max) 9 wire (4 strands) or angle iron (6" long, 2" x 2", ¼" material welded to hood and fenders with (2) 1/2" bolt through it) is allowed, 4 connections max.
 - All hood bolts must be placed outside the windshield bars. You may have washers for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round. These cannot be welded to the hood.
- **Core Supports-**
 - Core supports must be factory to the car you are running.
 - **Core support must go in the factory location, no sliding forward or backwards.** It must line up with the stock bolt holes, you may use the factory bolts and bolt holes to attach core support to fenders. No other material may be added to attach the core support to the fender unless otherwise noted.
 - If you wrap or fold your fenders around the front of the core support do not exceed (6) 3/8" bolts and 1.25" diameter washers to bolt back to the core support per fender.
 - Radiator support mounts can be removed, and you can suck the radiator support down solid.
- **Sheet Metal Rust Repair-**
 - DO NOT cut any sheet metal you are repairing out. Sheet metal must be same thickness as body, repair sheet metal must remain flat, no forming or rolling plate to add strength. This metal can exceed 2" past rusty metal.
- **Trunks-**
 - You can fold trunk lid over. Do not slide your trunk forward or back, trunk must remain on hinges.
 - Trunk lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes, inspection hole may have (4) 3/8" or less bolts and 1.25" diameter washers bolting the two layers back together.
 - Trunk seams can be welded 5" on 5" off with 3" wide 1/8" thick strapping. This means 3"x5" plates, not 1 solid piece welded every 5".
 - Your trunk lid may be V'D or canoed in the center, but the drip rail must remain at least 10" off the trunk floor. The 10" will be measured from the top of the frame rails not the spare tire hole. You cannot attach the trunk lid to the floor in any way
 - (2) 1" All-thread may go from the trunk lid to the frame or trunk pan. If welding to frame rod must be welded vertically and no more than 4" of weld. Threaded rod must pass through trunk lid and not through fender.
 - If not welding, chain (3/8" max) 9 wire (4 strands) or angle iron (4" long, 2" x 2", ¼" material welded to hood and fenders with (1) 1/2" bolt through it) is allowed, (8) connections max to bind the seams.
- **Rear Window Bar-**
 - You are allowed a rear window bar which may not be any larger than 2x2x1/4" square tubing or 3"x½" flat strapping. This bar must be centered in the car and can only extend on the rear-most part of the roof for 6", this 6" will be measured from the rear window opening. The bar must be in contact with the front trunk seam and can only extend 6" on the trunk/speaker deck and must stay on top of trunk sheet metal. Do not attach or butt up to the roof sign/roof sign mount/ halo.

- **Front Window Bars-**
 - All cars must have something in the front window opening, chain/9 wire/ plate. If you are using plate, it cannot exceed 3"x3/8" flat strapping, it cannot extend more than 6" on firewall and 6" from windshield opening. No more than (2) chain/9 wire/plate in front window opening.
- **Wheel Wells-**
 - You may cut wheel wells for tire clearance. Fenders may be bolted back together with (6) 3/8" bolts, and 1.25" diameter washers. No rolling your fenders and welding them.
- **Radiators-**
 - When mounting the radiator, you must NOT reinforce the core support in any way.
 - You may have one or the other of the following in front of your radiator-
 - 3/16" expanded metal that cannot extend past the front body mount bolts. May be attached with 10 - 3/8" bolts or 10 - 1" welds.
 - OR
 - An automotive air conditioner condenser bolted in with 10 - 3/8" bolts or 10 - 1" welds.
- ❖ **Engines, Transmissions, Braces, and other Equipment**
 - **Gas Tank-**
 - 10-gallon tank max, Fuel cells must be well constructed and out of a durable material. No plastic tanks, metal is preferred, boat tank type is fine. Any splashing, spilling, or leaking of fuel will result in a broken flag. Fuel cells are recommended to be mounted to the gas tank protector/ cage. No "Gas Tank Holders". Fuel line should be secured and away from the exhaust.
 - Fuel tank must be bolted or chained in place with a floor mat covering it. No ratchet straps unless it's a secondary device.
 - **Pedals and Batteries-**
 - All battery boxes and gas pedal/brake pedal, and any plate attached to it must be at least 2" away from all body bolts. These items must be bolted to sheet metal only, they cannot be attached to the frame in any way. No Larger than 1/2" bolts and standard washers may be used to mount items (No full plate washer's underneath).
 - **Oil Coolers, & Transmission Coolers-**
 - Engine coolers and transmission cooler will be allowed. These coolers cannot be placed to reinforce the car.
 - **Gas Tank, Transmission Cooler, Battery, Pedals, Shifters, etc.**
 - **All equipment must be fashioned tightly to the vehicle!** * We do not want to see anything come loose during the event, if it does, your stick will be pulled.
 - Equipment cannot be attached to floor sheet metal and cage, one or the other.
 - **Motor-**
 - Motor must be similar to the vehicle you are running, no V8s allowed, motor must be in a like stock location.
 - **Engine Protector-**
 - No engine protector components are allowed, no cradles, carb protectors, etc.
 - **Engine Attachment-**
 - Engine must attach like factory, no added material may be used to weld motor in.
- ❖ **Cage-**
 - **A 4-point cage and some sort of rollover protection is mandatory, this is a non-option. Safety is our #1 priority. A 4-point cage consists of a dash bar, a bar behind your seat, and 2 bars connecting those bars running along your doors. Either a bar that extends up from the back-seat bar, behind your seat, and is welded/bolted to the roof, or a halo bar that extends up from the side bars and connects with a bar across the top of the roof will be sufficient for rollover protection.**
 - **4 Point Cage-**
 - All cage material may be no larger than 6" diameter.
 - Door bar lengths are not to exceed 62". This bar must not extend more than 18" behind the center post on a four-door car and 10" behind the center post on a two-door car.
 - Dash bar and seat bar can only be 6" diameter or less and you may use only one, no doubling of these bars.
 - All bars must be on the interior of the vehicle.
 - The bar behind the seat can be no further than 6" behind the seat and must follow the center post rule above.
 - Cage may be gusseted at each joint and one on each side of the gas tank protector.
 - All bars must be straight bars nothing contoured to the body.
 - All cage components must be a minimum of 4" off the floor, except for down legs that you will be allowed. Dash bar will be measured at the transmission tunnel; all other bars will be measured at the nearest part of the floor (This includes the gas tank protector). No cage components may be welded to the floor, except for the down legs.
 - All cage components must be at least 6" away from the firewall at the start of the event. NOTHING can be closer than 6"!

- **Down Bars-**
 - You will be allowed (4) down legs. Down legs can be no bigger than 2"x3"x1/4", welded to the door bars, and they must be vertical. They cannot extend higher than the cage bar unless being used as your rollover bar. These bars may be welded to the top side of the floor and must not have any other material use to weld the down bars to the floor. If these legs are welded to the front or back of the door bar they will be added to the total length of the bar, which is still not allowed to be longer than 62". Legs must be attached to the main 4-point cage, NOT the gas tank protector. Front down legs cannot extend further past the INTERIOR front door seem and rear seat down bar cannot extend any further backward than the rear of the door bar based the door bar criteria above.
- **Halo/Rollover Bars-**
 - Must be attached to the 4-point cage following the length of bar rules above. Can be welded to floor with no larger material than 2"x3"x1/4". Must be vertical, not angled forward or back. The bars may be bolted to the roof with (4) 1/2" bolts.
- **Gas Tank Protector-**
 - Tubing for protector must be 6" diameter or smaller. The protector must be no wider than 24", must be at least 4" off the floor, and must be in the center of the car. Protector must have a 1" gap between the rear package tray and any sheet metal and cannot be attached to it in any way. If you are caught attaching your gas tank protector to the package tray, sheet metal, or frame, a 3" gap will be required between the protector and the package tray to fix the problem. If you extend the gas tank protector above the package tray it must be perfectly vertical and not extend more than 6" above the speaker deck.
- ❖ **Wheels, Suspension, and Steering**
 - **Rear Suspension-**
 - Rear suspension must be stock to the vehicle you are running, struts must be stock with no added material.
 - The rear suspension of cars can be welded to achieve desirable bumper height. On a strut vehicle you cannot add any extra material, only weld around the strut rod.
 - **Rear Control Arms-**
 - You may brace the rear control arms, you must use the stock control arms to the vehicle you are running, and all material must be inside the control arm.
 - **Tires and Wheels**
 - Wheels no bigger than 16", no split rims, no studded tires. Doubled tires are ok, we don't want any flats!
 - Foam filled tires are **not** allowed on drive tires.
 - Valve stem protectors are ok. Tires may be screwed to rims. Wheels may be bead locked. You may run weld in centers.
 - Outside of the rim may be reinforced but no bracing may extend past the outside edge of the rim, this includes the bead lock. All wheels must have start as a factory wheel.
 - **Front Suspension and Steering-**
 - **FACTORY STEERING CONFIGURATION FOR THE CAR YOU ARE RUNNING MUST BE USED.**
 - **Struts-**
 - Front suspension must be stock to the vehicle you are running, struts must be a stock strut with no added material.
 - The front suspension of cars can be welded to achieve desirable bumper height. On a strut vehicle you cannot add any extra material, only weld around the strut rod.
 - **Tie Rods, Ball Joints, and Rack-**
 - Tie rods and ball joints must be stock to the vehicle you are running. The rack must be stock to vehicle.

- ❖ **Mighty Minis-** Any mass produced mini-van, s10/s10 blazer, ranger, bronco II, 84 or newer jeep Cherokee, 2003 or older dodge Durango/Dakota may be run. If 4-wheel drive, front drive shaft must be removed. ¼ ton max.
- ❖ **Frame**
 - **Seam Welding-**
 - You may weld all frame seams.
 - **Frame Capping-**
 - C-Channel mighty minis will be allowed to cap the frame rails from firewall forward. If you have any questions on this, please ask.
 - **Kickers-**
 - Kickers from the dash bar to behind A-Arm/Strut tower is allowed. You will be allowed a 4x4x1/4" landing plate for kicker to sit on frame rail.
 - **Shortening-**
 - You may shorten the front most part of the frame rails only.
 - **Frame Shaping-**
 - No frame shaping anywhere on frame.
 - **Plating-**
 - Plating on a pre-ran is allowed, there needs to be proof of bend to warranty plate. Plate can only be on one side of frame, and there must be a 1" gap between frame plates. No more than 24" per side of plating is allowed.
 - **Frame Repair-**
 - If your frame is rusted through call first, if you do not call us, do not expect us to allow you to run! Must be same thickness as frame, piece may be butt welded in, no overlap, frame rust can be cut out, but we need picture evidence before you do so. If your vehicle needs to be re-stubbed call first and have pictures available.
 - **Bumper-**
 - You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain the stock shape, but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid, we do not want them coming off. Bumpers must be in stock location.
 - If you choose to manufacture a homemade bumper it must either:
 - Conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide/deep at the tip of the point. The point may only extend out 4" from the flat part of the bumper.
 - Conform to the stock dimensions of a bumper legal for this class. It must follow the dimensions of the stock bumper in height, depth, and point specifications. You do not need a skin or backing if following the stock dimensions. If you are manufacturing a bumper to these specifications, you need to have the bumper approved prior to the show.
 - Front and rear bumpers may have (2) spots of #9 wire (4 loops) from radiator support/tailgate (to sheet metal only do not go around core support bolts) to bumper (not frame).
 - **Bumper Height-**
 - Cannot exceed 24" to the bottom of the bumper/frame from the ground and it must be a minimum of 12" from the ground to the bottom of the bumper or frame in the rear, whichever is lower.
 - **Bumper Brackets- You get 2 choices, pick 1 or the other, not both!**
 - Any automotive bumper brackets may be used from any vehicle that is legal to run in your class. No more than one set of brackets may be used. Welding of shocks to the bracket is allowed in the factory position. Shock must be stock with bracket. Brackets cannot go any further back than the front most part of A-Arm/Strut tower. No manufactured brackets/replica brackets may be used. No loaded bumper shocks.
OR
 - You can use (1) 5" wide x 3/8" thick plate extending from your bumper down the frame and cannot extend any further back than the front most part of A-Arm/Strut tower. This bracket can be on more than one side of frame. You can 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. Do not abuse this rule YOU WILL CUT.
 - **Rear Bumper Brackets- You get 2 choices, pick 1 or the other, not both!**
 - You may use the factory bracket that came on the vehicle you are running; this bracket cannot be manipulated in any way to make it longer.
 - You may use (1) 4" wide x 3/8" thick x 12" long flat strap.
 - **Rear Frame Rails-**
 - Rear frame rails and box cannot be lengthened or shortened in anyway, must be factory frame length.

- **Transmission Cross Member-**
 - You may run the transmission cross member in the stock location for the vehicle you are building. You can weld 2" angle iron no thicker than 1/4", no longer than 8" to the side of the frame to support the cross member. If you replace the cross member, it can be no larger than 2"x3"x1/4" rectangular tubing or 2.5"x1/4" round tubing.
 - The transmission cross member must be one piece and must be straight from side to side (no extra material in crossmember and no arched cross members). Crossmember cannot be refabricated in any way. You can pressure into crossmember and weld transmission brace to the crossmember.
 - You are required to drill a 1/2" hole in the crossmember on the bottom side 6" from a frame rail for inspection purposes. If you don't drill the hole in advance it will be torched while on the hoist!
 - The transmission cross member is the only method which the transmission may be tied in. The transmission brace and skid plate can only meet the cross member over a 12" surface area.
- **Engine Cross Member-**
 - Engine crossmember must be stock to the vehicle you are running, no adding additional material.
- ❖ **Body**
 - **No other seams may be welded other than what is outlined in these rules! Absolutely no exceptions.**
 - **Doors-**
 - You may weld your doors solid with nothing larger than 3" by 1/8" strap, it must follow the door seam. Do not overlap strap or you will cut the strap off. If you chose not to weld the doors, they must be tied shut in six locations using 3/8 Chain, or #9 wire. If we do not deem the vehicle safe to compete you will add more fastening points.
 - You can add bracing to the exterior side of the driver's door. Drivers Door bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to extend the bracing up to 6" past the exterior driver door seam either forward or backward. Door sheeting may be up 1/4" thick. It is highly recommended that you add this additional bracing for your safety!
 - Doors can be welded along the top (where the window comes through), to connect door sheet metal, pound over and weld no added material.
 - **Shaping-**
 - Body lines/shaping may be pounded on outside of vehicle, no shaping other parts of vehicle (firewall, transmission tunnel, etc.) Any shaping of these areas will result in a load situation.
 - Body cannot be pounded over and welded or bolted together.
 - **Body Mounts-**
 - Bolts can be replaced with up to 1" bolts. Body spacers can be welded to the frame in 2 spots, 1/2" long weld each, this is to keep them from moving when putting body back on. Bolts may extend through body and have up to a 5x5x1/4" square or 6"x1/4" round washer on top. Do not weld body bolt washers to the body.
 - 6 body bolts may be added in the rear of the truck (box on a truck, behind the rear seat on an SUV), you may have an additional 2 inside the cab for driver safety.
 - **#9 Wire in Window Openings-**
 - No #9 wire will be allowed in this class, except where specified.
 - **Hoods and Front Clips-**
 - Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with (12) 3/8" or less bolts and 1.25" diameter washer to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts.
 - You are allowed 8 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread.
 - A total of 4 rods may go to frame, but must be completely vertical, the core support all thread counts as 2 of the 4 connection points. The other 4 connections must be sheet metal to sheet metal only, 8" long maximum. If you do not have sheet metal to go through on the bottom, you may weld a 5"x5"x1/4" square plate off the inside of the fender, with a 1" hole for the rod to pass through. It can only be welded on one side of the plate and cannot be used as a gusset from fender to core support or firewall.
 - If not using threaded rod for the other 4 sheet metal to sheet metal connection, chain (3/8" max) 9 wire (4 strands) or angle iron (6" long, 2" x 2", 1/4" material welded to hood and fenders with (2) 1/2" bolt through it) is allowed, 4 connections max.
 - All hood bolts or washers may not be placed in front of or in the path of the window bar. You may have washers for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round. These can be welded to the hood.
 - **Core Supports-**
 - You may use the factory bolts and bolt holes to attach core support to fenders. No other material may be added to attach the core support to fender unless otherwise noted.

- If you wrap or fold your fenders around the front of the core support do not exceed (6) 3/8" bolts and 1.25" diameter washers to bolt back to the core support per fender.
- Core support spacers may be welded to the body and core support mount. Single weld not bigger than 1/2".
- Core Support Spacers cannot exceed 3" square material and cannot extend up any further than the bottom of the core support.
- A 2"x2"x1/4" kicker from the top of the core support is allowed, this kicker must go down to the frame, and it cannot extend any further than 12" from the front of the frame.
- You can nut the all-thread on the bottom of the core support mount, the all-thread may be welded to the side of the frame at the core support mount.
- Core support may be welded to the bumper with 3"x1/8" strapping, but core support may not be sheeted.
- **Sheet Metal Rust Repair-**
 - DO NOT cut any sheet metal you are repairing out. Sheet metal must be same thickness as body, repair sheet metal must remain flat, no forming or rolling plate to add strength. This metal can exceed 2" past rusty metal.
- **Tailgate and Rear Quarters-**
 - Welding tailgates to quarter panels are allowed, cannot exceed 3"x1/8" strap. You will be allowed to add 2"x2"x1/4" angle iron on inside to weld tailgate to quarter panels.
 - Your quarters can be folded over, but they cannot be laid flat onto the box floor unless the truck is pre-ran. Any questions on this, please ask.
- **Front Window Bars-**
 - For safety, all vehicles must have (2) windshield straps extending from the roof of the vehicle to the firewall/dash. Straps cannot be any larger than 3"x3/8" and must be 14" apart at firewall. You can connect the straps with a single horizontal strap, this strap must be at least 6" away from any engine protector components. The horizontal strap connecting the two vertical straps cannot be any larger than 3"x3/8". No more than 6" from the front window opening of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over the 6" or you will cut.
- **Wheel Wells-**
 - You may cut wheel wells for tire clearance. Fenders may be bolted back together with (6) 3/8" bolts, and 1.25" diameter washers. No rolling your fenders and welding them.
- **Radiators-**
 - Radiators and radi-barrels are allowed. If running a radi-barrel, it must be mounted at the front most part of the vehicle.
 - You may have material in front of the radiator, but none of this material can extend 1" past the radiator opening.
- **Cab-**
 - Box of truck can be attached to cab with (4) 3/4" bolts, with washers no larger than 5"x5" square or 6" circle.
 - Box can be welded to the cab, no overlapping door straps, you cannot use material bigger than 3"x1/8".
- ❖ **Engines, Transmissions, Braces, and other Equipment**
 - **Gas Tank-**
 - 10-gallon tank max, Fuel cells must be well constructed and out of a durable material. No plastic tanks, metal is preferred, boat tank type is fine. Any splashing, spilling, or leaking of fuel will result in a broken flag. Fuel cells are recommended to be mounted to the gas tank protector/ cage. Fuel line should be secured and away from the exhaust.
 - Fuel tank must be bolted or chained in place with a floor mat covering it. No ratchet straps unless it's a secondary device.
 - **Pedals and Batteries-**
 - All battery boxes and gas pedal/brake pedal, and any plate attached to it must be at least 2" away from any engine or transmission protectors or body bolts. These items must be bolted to sheet metal only, they cannot be attached to the frame or cross member in any way. No Larger than 1/2" bolts and standard washers may be used to mount items (No full plate washer's underneath).
 - **Oil Coolers, & Transmission Coolers-**
 - Engine coolers and transmission cooler will be allowed. These coolers cannot be placed to reinforce the vehicle. No bolts may extend through the frame to create a body mount.
 - **All equipment must be fashioned tightly to the vehicle!** * We do not want to see anything come loose during the event, if it does, your stick will be pulled.
 - Equipment cannot be attached to floor sheet metal and cage, one or the other.
 - **Drive Shafts-** Slider drive shafts are allowed.
 - **Motor-**
 - Use motor of choice, motor must be in a like stock location.

- **Distributor Protectors/Full Cradles-**
 - Cradles will be allowed, must be attached to engine or transmission only, back most part may be no wider than 12 inches. It may not be welded, bolted, or connected to body or hood in any way. After market cradles are allowed. If running a pulley protector, it must not meet any steering or frame components. No portion of the midplate or distributor protector may extend past the heads more than 3".
- **Engine Attachment-**
 - You have 2 options for tying in your motor:
 - If using a distributor protector, midplate, or full cradle: You may use factory style reinforced mounts or up to 3/8" material to weld your motor/engine cradle to engine crossmember in 2 locations. Do not be excessive.
OR
 - If a distributor protector, midplate, or full cradle is not used: You will be allowed your factory motor mounts which may be welded or reinforced as well as one 3/8" x 3" flat strap per side welded to the top side of frame ONLY! Strap must attach to the head accessory mounts of engine and go directly to frame. No angling forward or backwards to reinforce frame.
- **Transmission Brace and Skid Plate**
 - You may run multiple bars down or one solid plate that conforms to the transmission, this can run from the back of the heads or DP to the back of the transmission. If these bars or plate catch the sheet metal excessively you will be required to cut reliefs into the transmission tunnel. Your trans brace can only be 12" where it meets the transmission cross member. You can build a 90-degree angle where it meets the transmission cross member and it may be chained, bolted, or welded to the crossmember.
 - Aftermarket bellhousings are allowed.
- ❖ **Cage-**
 - **A 4-point cage and some sort of rollover protection is mandatory, this is a non-option. Safety is our #1 priority. A 4-point cage consists of a dash bar, a bar behind your seat, and 2 bars connecting those bars running along your doors. Either a bar that extends up from the back-seat bar, behind your seat, and is welded/bolted to the roof, or a halo bar that extends up from the side bars and connects with a bar across the top of the roof will be sufficient for rollover protection.**
 - **4 Point Cage-**
 - All cage material may be no larger than 6" diameter.
 - Door bar lengths are not to exceed 62". These bars must stay inside the cab of the vehicle you are running.
 - Dash bar and seat bar can only be 6" diameter or less and you may use only one, no doubling of these bars.
 - The bar behind the seat can be no further than 6" behind the seat, it must remain in the cab.
 - Cage may be gusseted at each joint and one on each side of the gas tank protector.
 - All bars must be straight bars nothing contoured to the body.
 - All cage components must be a minimum of 4" off the floor, bars will be measured at body bolt elevation. Dash bar must be a minimum of 1" away from all sheet metal.
 - No cage component may be welded to the frame – except the down legs mentioned below.
 - **Down Bars-**
 - You will be allowed (4) down legs, they must stay in the cab. Down legs can be no bigger than 2"x4"x1/4", welded to the door bars, and they must be vertical. They cannot extend higher than the cage bar unless being used as your rollover bar. These bars may be welded to the frame and must not have any other material use to weld the down bars to the frame. If these legs are welded to the front or back of the door bar they will be added to the total length of the bar. Legs must be attached to the main 4-point cage, NOT the gas tank protector. The down legs cannot conceal any body bolts. Front down legs cannot extend further past the firewall and rear seat down bar cannot extend any further backward than the rear of the cab/door bar.
 - **Halo/Rollover Bars-**
 - Can be welded to frame, material cannot exceed 6". Must be vertical, not angled forward or back. The bars may be bolted to the roof with (4) 1/2" bolts. Halo kickers cannot be any further than the center of the rear axle or may go to the gas tank protector.
 - **Gas Tank Protector-**
 - Tubing for protector must be 6" diameter or smaller.
- ❖ **Wheels, Suspension, and Steering**
 - **Rear Suspension-**
 - The rear of vehicles can be squatted and chained to stiffen the rear suspension or gain your desirable ride height. This can be accomplished with 1 3/8" chain wrapped around the rear-end and wrapped around the frame/body. Absolutely no welding anywhere on this chain.

- **Coil Sprung Vehicles-**
- Coil sprung vehicles may double springs, stretch springs etc. to get rear bumper height. Springs cannot be welded together or to the rear-end or any sheet metal. You may connect springs together in 4 spots only using 3/8" bolts, 3/8" chains, or 9 wire (4 strands max). You may bolt, chain, or wire the springs to the rear-end following the same guidelines above. If you run these through the body, that is considered a body mount.
- **Leaf Sprung Vehicles-**
 - Leaf sprung vehicles can restack their pack. Leaf springs must be made of a stock spring material and come from a vehicle legal to run in this class. 9 leaf max, you may have 1 spring as long as your rear main, but only one. These 2 must be in the top of the pack, and all other springs must stagger down 1" each end of each spring (not a total of a 1" stagger). 6 leaf clamps are allowed on each set of springs, these may be homemade, but cannot be more than 4" long x 2" wide x ¼" thick, (2) 3/8" bolts may be used to clamp these together.
 - The rear hangers can be homemade, and the leaf springs can be relocated under the frame rail, but spring cannot be boxed in, it must have the ability to pivot in at least one spot per end.
- **Rear-Ends-**
 - Use rear end of choice but must be no more than 8 lugs. Welded or posi-track highly recommended.
 - Back braces are welcome. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube and 10" on the remaining housing.
 - Stock rear end control arms can be reinforced, or you can fabricate your own control arm, but material cannot exceed 2"x3" thickness.
- **Tires and Wheels**
 - Wheels no bigger than 16", no split rims, no studded tires. Doubled tires are ok, we don't want any flats!
 - Foam filled tires are **not** allowed on drive tires, they will be allowed on steer tires.
 - Valve stem protectors are ok, tires may be screwed to rims, wheels may be bead locked. You may run weld in centers.
 - Outside of the rim may be reinforced but not bracing may extend past the outside edge of the rim, this includes the bead lock. All wheels must have started as a factory wheel.
- **Front Suspension and Steering-**
 - **Tie Rods and Ball Joints-**
 - Tie rod tubes may be reinforced, or you may use a manufactured tie rod but must stay close to the same length and must mount in the same configuration as stock. No ball joint protectors permitted. Aftermarket ball joints and tie rod ends will be permitted. Weld in is fine, but only the ball joint collar can be welded in, no other added material, 1 pass around the collar. You cannot add any material to the spindle where the ball joint or tie rod meets.
 - **A- Arms/Control Arms-**
 - A -arms may be welded and bolted down but may not be reinforced. You can use 2 – 2"x1/4" straps to weld your upper a-arm down. No other welding will be allowed on a-arms (If you are found to have too much weld you may be asked to cut them completely loose) If you choose to bolt them you may have 1" all-thread ran in place of the shock. This is the only method allowed to bolt them down. On the bottom a-arm you can have one 3x3x1/4" plate simply used as a washer (CAN NOT be welded). On top, you will be allowed one 1 ½" washer (CAN NOT be welded).

1/2 - 3/4-ton American made pickup, extended or crew cabs, and suburbans are allowed, NO 1 tons or frame swaps. Frames must remain stock and not shortened or altered in any way. No welding other than specified!!!! NO adding extra braces in frame or engine cradles. If officials suspect a 1-ton frame it will be driver's responsibility to have written proof by frame code, vin number it is ¾ or less or will not run.

Hood- may be chained 3/8 chain, wired, or bolted in 6 separate locations, two chains or wires may go from core support to bumper, you will be allowed two 1in. Max. rods welded to frame used for hood pin at core support, rods may be welded to core support 5 inches per rod (5 inch long filler material can be used to reach core support if not resting tight against), you will also be allowed a 5x5 inch washer welded to top of core support for hood pins to go through to hold in position, other 4 locations up to 1in. max hood pins, wires, or chain must go from sheet metal to sheet metal only, - hood washers no larger than 5x5 inches ¼ thick, hood pins must be straight up and down 1 ft. max length. You may use 4 3/8 bolts each hole to bolt hood skin together hood openings around stacks. MUST have two window bars no larger than 3 in diameter or 2 #9 wires in windshield opening to prevent hood from entering drivers compartment for driver's safety.

Doors- may be chained two locations per seam or welded 24 inches of total weld outside only (1/4 In. strap no wider than 2 inches) each chain or wire location will count as 4 inches of weld. Drivers door may be welded solid and reinforced for safety (highly recommended) and can have a driver's window net. Tail-gate must be ran in upright position, no removing, may be chained in two locations per side OR welded using 2x2 angle iron inside, or 2" flat strap outside 24 inches total on the sides plus an additional 12 inches of 2" angle or 4 chains on bottom of tail -gate to box (not bumper or frame). Angle on bottom of tailgate to box must not be connected to box plates.

Tailgate- may be lowered and welded to end of frame rails to use as a bumper as long as no other form of bumper is not used. If bumper is used may lower tailgate and weld to top of frame only (not bumper) and chained in two lower locations, suburban, SUV back doors use tailgate rules to secure.

Bumpers- Front and rear bumpers may be changed to a seam welded, loaded car bumper (rear must remain flat) no adding bumper brackets to frame. If u choose not to install a factory car bumper u can use a (FLAT only) 6 ft. long max, 5-inch diameter or less, 3/8 thick square, or round tube behind factory truck bumper welded to frame, no other metal can be added to bumper besides bumper skin, no sharp edges, cannot protrude past fenders (must be covered by a skin on front side). Bumpers may be welded to frame plus added 2x2 inch wide ¼ thick angle iron also to help secure to frame on all sides (do not run lengthways down frame as a bracket - bumper attachment only) Bumper height max 27 inches to the top of bumper- min. 22 top of bumper. No open frame rails.

Tires- Any ply tire allowed, stuffed, skid, ag ok, split rims allowed but ring must be fully welded. Any automotive rim. Uni-lug wheel centers 9-inch max. diameter may be used, no bead locks or full centers.

Suspension- Front axle non-leaf-spring trucks may install 3/4 bolt in center of a-arm welded to spring pocket to gain height. Front shocks may also be replaced with a piece of steel stock (bolted) in factory location to maintain ride height. Stock leaf packs, no adding leaf's, you may have 6 leaf clamps per leaf pack total, no coil to leaf conversions on front axles. Factory leaf spring perches may be welded or bolted to frame to help from tearing off. May add two chains per axle to frame 3/8 chain. 1/2 ton may swap to 3/4-ton rear ends, may be welded posi-traction, no bracing on rear ends.

Engine/Transmission- May crossbreed engines and transmissions, No adding engine cradles, or extra braces in frames. For older trucks with no engine crossmember this is your allowance: you may use a 5x5 8 inches long 3/8 max. thickness piece of tubing to weld solid to frame vertical or horizontal and build out from tubing to mount engine mount, cannot connect mount to mount, no homemade or car cradles allowed to tie rails together, can be gusseted back to tube but not to frame. Do not use firewall as a brace. May have 2 chains or wires to frame to hold motor in place, may weld motor mounts in size of factory mount. Engine must be bolted to mount with 2 bolts not welded. Trans coolers allowed if deemed safe, do not use rubber unbraided trans lines. Trans may be chained or wired to cross-member. Block saver lower engine cradles allowed without pulley protector. Dist. protectors, trans. Protectors, ultra-bells, steel tail shafts will not be allowed. Any driveshaft may be used, sliders ok. No radi-barrels must use a radiator in factory location, or loop hoses.

Body Bolts- Trucks may have 8 locations of chains, bolts, or u-bolts to secure box to frame, 6 for the cab, and 2 for the core support, (suburbans, SUVs, may only use 10 total throughout cabin compartment and 2 at core support) 1 in. diameter max size bolts with plate size no larger than ¾ inch thick x 8 inches square) bolts may be bolted through top of frame like factory or may weld to outside of frame, do not pin frame. Bolts MUST be ran VERTICAL. In addition, you may leave original body mounts in factory location but must remain 100% stock rubbers included, if removed and bolted solid you lose option to use extra factory location.

Box- Roll over bar (strongly recommended) mounted in front of box, (must remain 5 inches gap min. away from top of cab, must stay vertical not angled) can bolt or weld to box floor or to box washer plates (not frame), no wider than frame on uprights, no wider than cab on top, may have kickers two feet back from uprights to support, and one crossbar across bottom of kickers to protect gas tank, roll over bar cannot attach to interior cage components. Box may be bolted to cab in 4 locations 1-inch bolt size 5x5 plates AND may weld 12 inches of strap per side (24 total) to weld cab and box together. You will be allowed one location to wire box side to box side location of choice - cannot go to or around frame (4 strands of wire max, no chains). No folding box-sides over to create a wedge, may bolt fenders with 6 -3/8 bolts to bolt fenders together 2-inch washers max. threads must point inward. Outside fender creasing is allowed.

Cage (Mandatory)- Must run a bar behind seat (no further back than 10 inches behind seat) and across dash may use 6x6 plates on ends, may connect dash-bar to seat bar along with two down bars to floor on driver's door for protection, these bars may kick back inward and attach to side of frame after going through the floor. U may also add one down bar on pass door to floor to protect battery. You may attach a rollover bar from seat bar up to or over roof and down to dash bar, but these bars cannot connect or come in contact with rollover bar in trucks with boxes to stop truck from bellying. 5-inch diameter max. on cage material, only attached to cab, floor, or body mount plate not directly to frame. Suburbans, SUVs may attach a floating gas tank protector off seat bar 24x24 protector must remain 4 inches away from any sheet metal. These are the only internal cage components allowed.

Battery/Gas Tank- 2 battery's max. allowed on pass floor, properly mounted, and covered, NO BUNGY STRAPS!! Gas tank must be removed, and one relocated in front of box, 8 gal. max. May use electric fuel pumps if well labeled (FUEL SHUT OFF).

Frame- If frame is bent, may plate 1-inch past bend both directions 1/4 in thick one side of frame only. if long area over 6 inches is bent please call ahead for authorization, No boxing of frames.

Miscellaneous- Stock steering components, may alter steering shaft from box to steering wheel, tie rods may be reinforced in center. Shifter may be altered, ign. and starter wires may be altered. This is a low build class, if rules don't say you can't do it don't assume you can!!! MUST REMAIN STOCK OTHER THAN STATED IN RULES.

Youth (Ages 12-15)- Any American made car can run with the following exceptions; all vehicles must be FWD, 6 cylinder or less, and under 109" wheelbase. If you are unsure about vehicle being eligible for class, ask.

❖ Frame

➤ Seam Welding-

- **Absolutely no seam welding is allowed, on frame or body.**

➤ Shortening-

- No shortening allowed.

➤ Frame Shaping-

- No frame shaping anywhere on frame.

➤ Bumper-

- You may use the factory bumper that came off the car OR (1) 4x4x1/4" piece of square tubing. Tubing must be completely flat.

➤ Bumper Height-

- Cannot exceed 21" to the bottom of the bumper/frame from the ground and it must be a minimum of 14" from the ground to the bottom of the bumper or frame in the rear, whichever is lower. Rear rails cannot be higher than 21" at start of event!

➤ Bumper Brackets-

- Bumper bracket must be stock to the vehicle you are running. You can remove bumper shock if you would like. No other bumper shock is allowed.

➤ Rear Frame Rails-

- Notching/Dimpling is allowed, pre-bending rear frame rails is allowed. You cannot weld your notches back together.

❖ Body

➤ No other seams may be welded other than what is outlined in these rules! Absolutely no exceptions.

➤ Doors-

- Doors can be tied shut in six locations using 3/8 Chain or #9 wire. If we do not deem the car safe to compete you will add more fastening points. No welding doors together.
- You can add bracing to the exterior side of the driver's door. Drivers Door bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior driver door seam either forward or backward. It is highly recommended that you add this additional bracing for your safety!

➤ Shaping-

- Body lines/shaping may be pounded on outside of car, no shaping other parts of car (firewall, transmission tunnel, etc.) Any shaping of these areas will result in a load situation.
- Body cannot be pounded over and welded or bolted together.

➤ Sub Frame Mounts-

- Sub-frame mounts must be stock to the vehicle you are running.

➤ #9 Wire in Window Openings-

- Absolutely no #9 wire is allowed in this class.

➤ Hoods and Front Clips-

- Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with (12) 3/8" or less bolts and 1.25" diameter washer to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts.
- You are allowed 6 spots to hold the hood on; you must have a minimum of 4 tie down spots. Chain (3/8" max) 9 wire (4 strands) or angle iron (6" long, 2" x 2", 1/4" material welded to hood and fenders with (2) 1/2" bolt through it) can fasten hood to fenders.

➤ Core Supports-

- Core supports must be factory to the car you are running.
- **Core support must go in the factory location, no sliding forward or backwards.** It must line up with the stock bolt holes, you may use the factory bolts and bolt holes to attach core support to fenders. No other material may be added to attach the core support to the fender unless otherwise noted.

➤ Sheet Metal Rust Repair-

- DO NOT cut any sheet metal you are repairing out. Sheet metal must be same thickness as body, repair sheet metal must remain flat, no forming or rolling plate to add strength. This metal can exceed 2" past rusty metal.

➤ Trunks-

- You can fold trunk lid over. Do not slide your trunk forward or back, trunk must remain on hinges.

- Trunk lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes, inspection hole may have (4) 3/8" or less bolts and 1.25" diameter washers bolting the two layers back together.
 - Trunk can be fastened closed with chain (3/8" max) 9 wire (4 strands) or angle iron (4" long, 2" x 2", 1/4" material welded to hood and fenders with (1) 1/2" bolt through it). Must have a minimum of (2) tie down spots.
- **Front Window Bars-**
 - All cars must have something in the front window opening, chain/9 wire/ plate. If you are using plate, it cannot exceed 3"x1/4" flat strapping, it cannot extend more than 6" on firewall and 6" from windshield opening. No more than (2) chain/9 wire/plate in front window opening.
- **Wheel Wells-**
 - You may cut wheel wells for tire clearance. Fenders may be bolted back together with (6) 3/8" bolts, and 1.25" diameter washers. No rolling your fenders and welding them.
- **Radiators-**
 - When mounting the radiator, you must NOT reinforce the core support in any way.
- ❖ **Engines, Transmissions, Braces, and other Equipment**
 - **Gas Tank-**
 - 5-gallon tank max, Fuel cells must be well constructed and out of a durable material. No plastic tanks, metal is preferred, boat tank type is fine. Any splashing, spilling, or leaking of fuel will result in a broken flag. Fuel cells are recommended to be mounted to the gas tank protector/ cage. No "Gas Tank Holders". Fuel line should be secured and away from the exhaust.
 - Fuel tank must be bolted or chained in place with a floor mat covering it. No ratchet straps unless it's a secondary device.
 - **Pedals and Batteries-**
 - All battery boxes and gas pedal/brake pedal, and any plate attached to it must be at least 2" away from all body bolts. These items must be bolted to sheet metal only, they cannot be attached to the frame in any way. No Larger than 1/2" bolts and standard washers may be used to mount items (No full plate washer's underneath).
 - **Gas Tank, Transmission Cooler, Battery, Pedals, Shifters, etc.**
 - **All equipment must be fashioned tightly to the vehicle!** * We do not want to see anything come loose during the event, if it does, your stick will be pulled.
 - Equipment cannot be attached to floor sheet metal and cage, one or the other.
 - **Motor-**
 - Motor must be similar to the vehicle you are running, no V8s allowed, motor must be in a like stock location.
 - **Engine Protector-**
 - No engine protector components are allowed, no cradles, carb protectors, etc.
 - **Engine Attachment-**
 - Engine must attach like factory, no added material may be used to weld motor in.
- ❖ **Cage-**
 - **A back-seat bar, and a driver door bar is required to run this class, along with the factory dash bar that comes factory in the car. A 4-point cage is highly recommended. If you have any questions on this, please ask! Safety is our #1 priority.**
 - **4 Point Cage-**
 - All cage material may be no larger than 6" diameter.
 - Door bar lengths are not to exceed 62". This bar must not extend more than 18" behind the center post on a four-door car and 10" behind the center post on a two-door car.
 - Dash bar and seat bar can only be 6" diameter or less and you may use only one, no doubling of these bars.
 - All bars must be on the interior of the vehicle.
 - The bar behind the seat can be no further than 6" behind the seat and must follow the center post rule above.
 - Cage may be gusseted at each joint and one on each side of the gas tank protector.
 - All bars must be straight bars nothing contoured to the body.
 - All cage components must be a minimum of 4" off the floor. Dash bar will be measured at the transmission tunnel; all other bars will be measured at the nearest part of the floor (This includes the gas tank protector). No cage components may be welded to the floor.
 - All cage components must be at least 6" away from the firewall at the start of the event. NOTHING can be closer than 6"!
 - **Halo/Rollover Bars-**
 - Must be attached to the 4-point cage following the length of bar rules above. Can be welded to floor with no larger material than 2"x3"x1/4". Must be vertical, not angled forward or back. The bars may be bolted to the roof with (4) 1/2" bolts.

- **Gas Tank Protector-**
 - Tubing for protector must be 6" diameter or smaller. The protector must be no wider than 24", must be at least 4" off the floor, and must be in the center of the car. Protector must have a 1" gap between the rear package tray and sheet metal and cannot be attached to it in any way. If you are caught attaching your gas tank protector to the package tray, sheet metal, or frame, a 3" gap will be required between the protector and the package tray to fix the problem. If you extend the gas tank protector above the package tray it must be perfectly vertical and not extend more than 6" above the speaker deck.
- ❖ **Wheels, Suspension, and Steering**
 - **Rear Suspension-**
 - Rear suspension must be stock to the vehicle you are running, struts must be stock with no added material.
 - The rear suspension of cars cannot be welded.
 - **Rear Control Arms-**
 - Rear control arms must be stock to the vehicle you are running.
 - **Tires and Wheels**
 - Wheels no bigger than 16", no split rims, no studded tires. Doubled tires are ok, we don't want any flats!
 - Foam filled tires are **not** allowed on drive tires.
 - Valve stem protectors are ok. No other reinforcing of wheels allowed.
 - **Front Suspension and Steering-**
 - **Struts-**
 - Front suspension must be stock to the vehicle you are running, struts must be a stock strut with no added material.
 - The front suspension of cars cannot be welded.
 - **Tie Rods, Ball Joints, and Rack-**
 - Tie rods and ball joints must be stock to the vehicle you are running. The rack must be stock to vehicle.