

**2019 Turner County Fair
Demolition Derby Rules
Parker, SD**

GENERAL RULES

1. The general rules apply to each driver and pit personnel member. **DRIVERS ARE EXPECTED TO KNOW THE RULES AND OBEY THEM.** The rules set forth have been designed to provide orderly conduct of the sport and are in no way a guarantee against injury, death, or theft to a participant, spectator, or official. These rules shall govern the condition of all events, and by participation in these events, all participants shall be expected to comply with these rules.
2. Absolutely **NO** alcohol in the pit area before or during the event. No fighting allowed. Officials will not tolerate any profane language/gestures before, during, or after the event. No hot-rodding or speeding in the pit area. If a car does not run a heat, that car does not run a consolation heat. The driver/owner is responsible for his/her pit crew and their conduct and safety. All drivers and at least one crewmember must attend the driver's meeting. Any of the above violations subject the car that he/she is associated with to disqualification and asked to depart from the pit area immediately and may be rejected from other events. **NO REFUNDS** will be given for any reason.
3. Ladies may compete with men. Drivers must be 16 or older to drive and must have a valid driver's license. All drivers and pit crew between the ages of 16 and 18 years of age must have a guardian or parent's signature prior to participation. **NO ONE IN THE PIT AREA UNDER THE AGE OF 16 ALLOWED.** All drivers and pit crew must sign a release of liability.
4. A stick will be placed on all cars competing, and drivers must break it when finished or when told to do so. If driver is bending the stick but cannot break it, officials will break it. The stick may not be put back up after it is broken. If any door comes open during demo, you will be disqualified from your heat; you may fix it and come back and run a consolation heat.
5. The derby will be stopped for bumpers or axles in the arena and removed for everyone's safety.
6. All cars not removed after the event will become the property of the promoter.
7. **OFFICIALS RESERVE THE RIGHT TO REFUSE ACCESS TO ANYONE OR ANY CAR THAT IS UNSAFE TO DRIVE**

For Pre-registration call:

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SAFETY RULES:

1. DOT full faced helmet, neck brace, and long pants required. All drivers must wear a seat belt.
2. Battery must be removed from stock position and installed inside passenger compartment and securely fastened.
3. BRACE BARS must be a 2"-3" square or round metal bar, 1/8" thick, placed directly behind the driver's seat with a MINIMUM of 6"x6" metal plate. The plate must be at least 1/8" thick and attached to the ends of brace bar and SECURED TO CAR BY BOLTING OR WELDING TO THE HEAVIEST PART OF DOORPOST. Bars must be no more than 10" behind driver's seat secured to only the body. No brace bars under the hood. A dash bar and one bar connecting from dash bar along inside front door to bar behind seat may be installed.
4. CAR NUMBERS AND SIGN must be placed on the roof of the car no smaller than 15"x15" and must be readable from both sides. The passenger and driver's front doors must have numbers at least 18" tall. Both the sign and the doors must have a light-colored background with dark colored numbers for easy visibility.
5. CAR PREPARATION. It is mandatory that all glass be removed. Broken glass, dirt, and loose debris must be swept from the car. Do not break the door windows and leave the glass in the door. The rear seats and interior must be removed; plastic bumper covers, head lights, tail lights, tail lenses, all chrome trim, interior and exterior door handles, door lock cylinders, license plate brackets, luggage racks, mud flaps, and trailer hitches must be removed prior to admittance to the race track. You may have a floor shifter and a hand throttle.
6. FIREWALL Any holes in firewall must be covered with a non-flammable material to prevent competitor from being sprayed by hot oil or water.
7. GAS TANK The original tank must be removed, and a leak proof fuel cell or boat tank must be placed behind the driver's seat or center of back seat. No 5-gallon gas cans allowed. The tank must be bolted securely to the floor tin with bolts, nuts, and washers. The tank must be secured over top with a chain, original gas tank straps, or stronger material. The gas tank, electric fuel pump, and all fuel lines must be covered with a non-flammable material.
8. WINDSHIELD BARS must be welded or bolted on to protect the driver (3/8" bolts, nuts, and washers MINIMUM). Two bars from the top of the windshield to the dash area: one must be in the center of the windshield and the other between the first bar and the driver's side. Bars must be a MINIMUM of 5/8" diameter or strap 1" wide x 1/8" thick.

TRUCK BUILD RULES

1. Pickups must remain stock unless otherwise noted in these rules.
2. Any make, model or year of pickups and suburbans allowed. No flatbeds or service boxes allowed.
3. Must be at least 6 body mounts in the cab for the driver's safety.
4. It is required to have the box welded to the cab.
5. Seat belts are required. Four-point harnesses will be allowed.
6. All interior, door panels, headliners, carpet, rear seats, and any other flammable materials must be removed from vehicle. Dash must also be removed.

7. All glass must be removed from the vehicle. Broken windows must be cut out around the window seal and all broken glass and debris must be removed from the vehicle before entering.
8. All exterior chrome, trim, and any fiberglass parts must be removed. This includes door handles, screws, mounting hardware, etc.
9. Stock gas tank must be removed. All gas tanks must be metal and must be securely fastened in the back seat or box area. Any vents must be routed down through the floor. All tanks must be covered with rubber or inner tube.
10. Any vehicle that is leaking gas will be disqualified in the heats, however, will be allowed to fix it and return in the next round. Any gas leaking during the main event will be disqualified for their own safety.
11. Ice chest style transmission coolers will be allowed and must have a lid or be covered. Hydraulic transmission lines will be allowed.
12. Radiator must be of stock type of aluminum and must remain in the stock location or may be removed.
13. Batteries must be securely fastened on the passenger side front floorboard and must be completely covered or in a battery box. Must be covered with rubber as well. No more than two batteries.
14. Cutting of fender wells and bumpers will be allowed. Fenders maybe bolted back together. 6 bolts allowed per fender ½ inch in diameter. No use of an extra metal.
15. All doors, tailgates, and rear end gates must be welded or bolted shut from the outside only. Filler may be used, up to ½ inch rod or 3” wide strap to 1/8 thick. Filler, bolts, and/or weld may not be attached to the frame in any manner.
16. If the driver door shall come open at any time the vehicle will be disqualified.
17. Tops of doors may be pinched together and welded or bolted. No additional filler or metal will be allowed.
18. Driver door may be reinforced for safety. Reinforcements may extend no more than 10” past the door seams on either side. Driver door may be reinforced on inside, outside, or both.
19. You may fold the sides of the box in from above the center of the wheel well back. Forward of that center point must stay unfolded. The tailgate may be removed or laid on top of folded down sides and secured in place using RULE #15 methods only.
20. Dimpling and notching of rear frame are allowed. Prebending will also be allowed. No frame shaping allowed.
21. No welding under the pickup, in the engine compartment, inside the box, or interior of the pickup unless specified in these rules.
22. All sunroofs must be enclosed for driver’s safety.
23. Hoods may be in the original location or can be moved forward and bent over the front. Hoods must have a hole cut near the center in case of a fire. Cutout section may be folded back and bolted or welded to the hood. No other welding allowed on the hood.
24. Hoods can be chained, wired, or bolted shut. Maximum of six bolts 1” in diameter may be used. Only the front two bolts may extend through the core support and through the frame to replace the front two body mounts. The remaining four bolts may be welded underneath the hood to the body but cannot come in contact with the frame in any way.
25. Hood washer may be 5” x 5” but cannot be welded to the hood. If chain is used, it must be a single loop around the bumper and no larger than 1/2” chain. If two pieces of angle

- iron are welded to the frame and the hood, they may not exceed 12" in length and cannot exceed ¼" thickness and may only have one bolt connecting them to each other.
26. You are allowed #9 wire from your core support down to your bumper in four spots to strengthen the core support, or you may have two 1" wide ¼" thick strap iron welded from the core support down the bumper. May only overlap the core support 1".
 27. At least two bars or an A design will be required in the front window opening for the driver's safety. Up to five bars will be allowed.
 28. One bar will be allowed in the rear window opening. It must be in the center of the window and extend down to the trunk lid and back up to the roof; you may not use more than 10" x 10" x ¼" thickness plate. Bar may not exceed 3" in diameter.
 29. Body mounts may be removed and replaced with one 1" spacer. Body bolts may be replaced with up to 1" bolts. Plate no larger than 5" x 5" x ¼" allowed to the tops of the body mounts inside the car. Plates may not be welded, bolted, or fastened to the sheet metal in any way.
 30. Top frame seams may be re-welded from the firewall forward. This is the only frame seam to be welded on the frame and the weld beads may not exceed ½" in width.
 31. You can only plate frames that have been bent or damaged and that damage must be evident. You are allowed only 16" of total plating PER FRAME RAIL. This can be divided up to four times (IE- 4-4" plates) PER FRAME RAIL. Plates can be butted together but CANNOT overlap or be stacked. Maximum thickness of plate material is 3/8". The plates must be flush with the top and bottom of the frame and CANNOT wrap/fold over the top and bottom edges of the frame.
 32. Sheet material may be repaired with the same thickness of sheet metal but may not exceed 18 gauge and may only overlap the hole or ruse by 1".
 33. Ride height will be bottom of bumper no lower than 16" from the ground and no higher than 28" from the ground. Bumper mounts must be mounted on side of frame and cannot go any higher than top edge of frame and no lower than bottom edge of frame.
 34. No homemade bumpers will be allowed. Other than that, any bumper allowed on any vehicle, bumpers may be chained, bolted, or welded on. Bumper may be welded to the brackets; brackets may be welded to the frame. Bumpers may be welded directly to the frame. You may use the brackets that came with the car or the brackets that came with the bumper, but not both. Factory brackets only. No extra steel to be used as brackets. No brackets will be allowed to extend rearward more than 15" from the back of the bumper.
 35. Bumpers may be seam welded. The chrome may be welded to inner support. You may reinforce/load bumpers on the inside of the bumper between the bumper skin and the inner support ONLY and it MUST remain the original shape. You may only load bumpers that have an inner support. The ends may be cut, folded back, or capped for bumper support.
 36. Front suspension must be comprised of only stock pickup parts. Suspension can be either ½ or ¾ ton. NO swapping coil to leaf or leaf to coil. Front suspension must bolt into the factory holes of factory brackets NO AFTERMARKET OR HOMEMADE BRACKETS.
 37. To add ride height leaf suspension, trucks can weld ONE 2" x 2" x 1/8" thick pipe or bolt in 1" in diameter redibolt per wheel. Coil spring suspension can weld ONE strap per wheel from each a-frame to the frame no larger than 2" wide x ¼" thick with no other added material.

38. Leaf suspension can weld the stock bracket to the frame by no more than 3 inches of weld per bracket with no added metal. Coil or a-frame suspension can weld where the a-frame bolts to the frame no more than 3 inches per frame.
39. Any rear end allowed in any pickup. Braced rear-ends will be allowed. Trailing arm mounts may be fabricated for added strength. Rear end gears may be lock or welded. Slider drive shafts will be allowed. Pinion brakes will be allowed.
40. You may run a leaf pack of up to 8 leafs; only two of the leaf may be full length. If your pickup came stock from factory with more than 8 leafs you can either remove extra leafs or cut extra leafs off even with outside edge of shackles. A total of 4 leaf spring clamps per side two in front the rear end and two behind.
41. Coil spring spacers will be allowed. Rear control arms may be modified and reinforced. Shock may be stuffed but must remain in original position may not be removed and replaced with extra iron.
42. All vehicles will be allowed one loop of chain up to ½” in diameter per side from axel housing to frame.
43. All cage material must be no larger than 4” OD, unless specified for a specific rule smaller. It must also be a minimum of 10” off the floor everywhere except the halo legs going straight down. No cage material may be within 6” of the firewall.
44. You may weld a bar behind the seat from the doorstep, and you may also have a single bar (with no extensions), across your dash area to replace your dash. You may run a bar on the passenger side and driver’s side connecting the dash bar and seat bar inside of the front doors only. The rear of the main cage cannot go any farther than 10” past the front driver/passenger door stop seams.
45. You must have a halo bar behind the seat, which must be welded or bolted to the floor or frame and may be welded or bolted to the roof. The rear halo bar has to be generally straight up and down. You can run a front halo bar and you can connect the front and rear halo bars above the roof with one pipe on the passenger and one pipe on the driver’s side. The front halo bar can be angled in the same general angle as the door pillars.
46. You can run a kicker from the back halo to inside of the box and can be bolted to either the frame or bed of box not both and cannot be welded to anything but the halo bar.
47. Engine mounts may be welded and modified to mount any engine in any pickup. Lower engine cradles will be allowed but only to secure engine and can be bolted in only, NOT WELDED. Four ½” chains, four flat steal straps, or two 2” x 2” angle iron may be used to secure the engine. If chain is used, only one link may be welded to the frame. If strap or angle iron is used no more than 2” may be attached to the frame. Any attachment may be offset more than two inches in front of the engine or behind the engine. Any mount or bracing will be cut upon inspection.
48. Distributor protectors, pulley protectors, pan protectors, transmission brace/protectors, and mid plates will not be allowed.
49. Gas tank protectors will be allowed. Gas tank protectors may only be attached to the door post bar may not come in contact with any sheet metal. There must be a visible gap upon inspection.
50. Tires/trims no bigger than 16”, no split rims, and no studded tires. Foam filled or double tires are OK. Valve stem protectors are OK. Tires may be screwed to rims. We don’t want any flats.

51. Only reinforcement a wheel may have is a weld in wheel center no bigger than 8" diameter.
52. All pickups must be able to stop on their own. They will be required to have working brakes before they enter the arena.
53. You must have your number brightly painted on a roof sign and roof sign cannot be mounted or attached to anything but the roof metal.
54. Both trucks must be painted the same colors and schemes Numbers can differ but must be painted the same. All teams must be painted differently.

THERE ARE NO GRAY AREAS. IF IT DOESN'T STATE YOU CAN, THEN THAT MEANS YOU CANNOT. PERIOD.

TRUCK PAYOUTS:

1st place- \$1000

2nd place- \$600

3rd place- \$400

4th place- \$200

COMPACT CAR

1. Car **MUST BE 4 OR 6 CYLINDERS**: no V-8 cars allowed. NO AWD cars.
2. Car must have the wheelbase of 108 or less. NO AMC Pacers allowed.
3. You may weld driver door seams only. Hood, trunk, and passenger door can be chained or wired. No hood pins. Hood must have at least (1) 12" x 12" hole to extinguish fire.
4. Battery must be fastened inside the car.
5. If the gas tank is in **FRONT** of the rear axle, it may be left in stock position but does not have to be. If moved, tank must be safely secured inside the car with a cover.
6. All glass, chrome, and trim must be removed from the car.
7. May have 1 support bar behind the seat and 1 across the dash with 1 bar attaching them **NOT** attached to the frame. Bars must be a 2"-4" by 1/8" thick square or round.
8. NO modifications or welding on the frame.
9. Entry for the compact class is \$25 at the gate, \$20 with pre-registration which include car and driver.

COMPACT PAYOUTS:

1st place- \$600

2nd place- \$400

3rd place- \$200

CHAIN CLASS:

1. Any American made sedan or station wagon may compete. No 4 x 4s, ambulance, hearse, truck, limousine, compact, or foreign cars. No imperial sub frame under other cars. No Imperial Chrysler 1973 and older or Lincoln Continental 1970 and older. Newer models or Imperials or Lincolns may compete and may change bumpers.

2. May weld driver door seams only. Hood, trunk, and passenger doors must be chained or wired. Hood must have (1) 12"x12" hole for fire extinguishing.
3. Gas tanks and battery must be moved inside the car. Battery can be on passenger side floor, safely secured and covered. Gas tank must be in back seat, safely secured and covered.
4. May have (1) 2"-4" square or round support bar behind driver seat and 1 for the dash with 1 support attaching them NOT attached to the frame.
5. NO modifications or welding on the frame.
6. Bumpers must be welded on but not strengthened to the frame.
7. Entry for the chain class is \$40 at the gate, \$25 with pre-registration which includes car and driver.
8. Hood pins may be used with maximum of 4. No halo bars/roll cages. No engine cradles.

CHAIN PAYOUTS:

1ST place- \$1000

2nd place- \$600

3rd place- \$400

4th place-\$200

1980 & NEWER MINI VAN RULES:

1. All carpet, headliner, door pads, and ALL other flammable material MUST be removed from inside of car. Front seat and dashboard may be left in place.
2. All windows, mirrors, airbags, and trim must be removed prior to derby event. No loose glass smashed in the bottom of doors for driver's safety.
3. NO AWD Vans ASTRO.
4. Driver door must be painted white. An optional roof number plate may be securely installed. No all white vehicles.
5. One 12-volt car battery must be moved to front passenger floorboard and securely fastened in a box/container clear of all fuel sources. Following inspection, it must be covered with anon-flammable shield such as rubber mat or steel cover. NO double batteries.
6. Use of stock tank if necessary. All fuel lines must have leak proof fitting with steel or rubber lines (no clear lines). Lines should run inside car. Gas leaks will result in disqualification.
7. Absolutely no welding on vehicle. Except rear differential gears.
8. No distributor protects or drive line protectors of any kind. If the year/make/driveline of car is in question, driver MUST provide prove car was made in that fashion. Firewall can be cut out of engine.
9. Shifters may be directly attached to transmission linkage and relocated thru floor over transmission pump.
10. All doors must be fastened shut with wire, straps, chains, or seat belts in 6 locations per door. NO WELDING.
11. Inside car: post to post bar behind front seats- 3" to 4" in diameter- must be bolted. Dash bar- 3" to MAX 4" square tubing mounted doorframe to doorframe, but not to firewall.

- Not mandatory. Dash and seatbelt bar must be bolted, not welded. Suggested that the safety bars be bolted thru the outside of the doors with ¾” bolts with 2 bolts on each side.
12. Outside car: Flat bar only bolted 8 times with maximum ½” bolts MAX 72” long x 12” wide x ¼” thick. NO “c” channel. Angle iron or beveling. NO WELDING. Safety bars must be securely mounted inside of car.
 13. Strong steel construction type wire mesh is recommended for the windshield area. One strong upright steel, chain, or iron bar must be bolted in windshield area.
 14. All holes in firewall must be filled/covered with tin or nonflammable material.
 15. Stock bumpers and re-bars ONLY. If the van a front fiberglass rebar another van re-bar maybe bolted or welded like factory. No cutting or bumper ends may be bent inward. No loading of bumpers (holes may be required to be cut in bumpers) 2-1/2” bolts may be used thru bumper face into the shock plate- this is 2 bolts per shock- this means 4 ½” bolts per bumper. Overuse of bolts may result in disqualification. Bumper can be chained frame. NO CAR OR TRUCK BUMPERS.
 16. Transmission cooler are permitted and must be secured in engine compartment. Transmission dipstick must be securely fastened, wired down or have an overflow tube pointing straight down away from drivers or spectators. No coolers inside the driver’s compartment.
 17. Suspension must be stocked. Move moment must occur. It is recommended that rear coiled springs be wired to the differential.
 18. No patching, repairing or painting of frames. NO WELDING. Trailer hitch MUST be removed.
 19. Stock mounts may be welded or chained. Any excessive or added mounts will result in disqualification. 2 chains may run from engine to frame area between rad support and firewall (upper control arm area) in case a motor mount brake. No extra chains, wires, or straps from engine/transmission to frame or body. NO ENGINE SWAPS.
 20. Stock rubbers and bolts. No extra body mount bolts.
 21. Low aggression tires. No double tires. Wheel weights must be removed.
 22. No pre-bending frame or body. Notching frames is permitted. Bolting or body panels is not permitted.

VAN PAYOUTS:

1ST place- \$600

2nd place- \$400

3rd place- \$200

FULL SIZE LIGHT WELD CLASS:

GENERAL RULES:

***If car does not pass inspection or driver is unwilling to change car to pass inspection- absolutely no refunds!!

1. All rules will be followed, or you will not run!! Car and driver qualify for each race. No changing car or driver!!

2. Any American make sedan or station wagon can be run. No 1970 or older Lincoln's! No 1973 or older imperials or imperial sub-frames, 4x4's, ambulances, hearses, trucks, limousines, ect... No-03 & newer frames or like frames.
3. Drivers must be 18 years of age and have a valid driver's license. Ages 14-17 must have a notarized permission slip and some form of driver's license. The person that signs in as the drivers/passenger- must be the driver/passenger for that event.
4. Driver must wear seat belt and helmet, along with eye protection.
5. ALL drivers and crewmembers must attend the drivers meeting.
6. DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or carelessness, you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified. No hot rodding in the pits, keep it at an idle.
7. Any open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
8. NO sandbagging or holding!! You will be disqualified! You are given 20 seconds for aggressive hits, 1 minute for restarts, and 1 minute if you are hung up. No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
9. Cars are subject to re-inspection before any prize money is handed out. There is a \$150 pro-test fee and you must be a driver in order to protest. Only drivers in the feature event may pro-test another car. Driver must have cash in hand directly after feature event in order to pro-test. Any controversies will be taken up at the drivers meeting. Any questions give us a call! If it doesn't say you can do it, don't do it. Call 1st!!! Judges decisions are FINAL!!!

CAR PREPARATION:

1. All cars must be stock, unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
3. All decking in station wagons MUST be removed!!!
4. Tires no bigger than 16 inches, No split rims, No studded tires. Foam filled or Doubled tires are OK!!! Valve stem protectors are OK. Tires may be screwed to rims.
5. Driver must have a fire coat or non-flammable jacket to wear while driving in event.
6. Driver must have safety approved glasses or face shield. Driver needs to have FULL faced helmets.
7. You must use a radiator and it must be in stock location. All cars must have working breaks.
8. All trailer hitches and braces must be removed.
9. Original gas tanks must be removed. You must use a boat tank or well-made fuel cell and it must be properly secured and covered. No gas cans. Plastic gas tanks must be placed in a metal box!! Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat used to be.
10. Transmission coolers will be allowed but must be safe and properly secured.
11. Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered.

12. You must have a number in BRIGHT colors on each front door and must have 15"x15" roof sign with car number on it for judging and recognition of car.

CAR BUILDING:

1. **NO welding will be allowed on any part of the body or frame. The only welding allowed is in the below rules. If your car is found with any weld, other than what's allowed, you will NOT RUN!!!**
2. Doors may be chained, wired, bolted, or welded shut and must be sheet metal to sheet metal. Welding of outside of doors only will be allowed. Must weld 5 inches, skip 5 inches, weld 5 inches, ect. Use no bigger than 3-inch-wide material for welding doors shut. Drivers door may be weld shut inside and outside solidly with no bigger than 3" strap material.
3. For driver's protection, you may weld a bar behind the seat from doorpost to doorpost, it can be an X, you may also have a bar across your dash, you may connect the dash bar to bar's behind seat across the inside of front door only, you may also weld your steering column in, you can also weld a plate across the driver's door not to exceed 6 inches past each seam. You may have a roll loop behind the seat, which must be welded to the top of the frame or floor and welded or bolted to the roof – no kickers going to the back or front of the car. Back of cage including roll bar, can only be in front of body mount behind back seat. Mopars can only be in front of spring mount. You will be allowed 2 down bars on the inside on driver's and passenger's door going down from the inside cross bar. Down bars must be behind inside of front door interior seam or will be cut out. Welded to top of frame only, no added metal!!

Gas tank protectors must be NO wider than 24 inches across the back- 6-inch-tall on back with 2-inch gap between all sheet metal around back side of gas tank protector. Tank protector can only be attached to back seat bar with nothing attaching up or down to body/frame/cage. You may gusset to back seat bar only. Must be 4 inches off floor and stay below where speaker deck attaches to floor. **You are allowed a loop up off your gas tanks protector but must be straighter up and not angled. Nothing higher up.**
*******YOU MUST HAVE A BAR/PIPE FROM DOOR POST WELDED MINIMUM, IN ORDER TO RUN.**

BUMPERS:

1. Bumpers are interchangeable. **Any automotive bumper and bumper brackets may be used on any car. Homemade bumpers will be allowed, you can only use a flat square or round tube no bigger than 5 inches (5x5 square or 5-inch round). This must remain flat, no shaping or filling tubing. Tubing can't be any wider than the car fenders.** You may trim bumper ends or fold them around. **Bumpers and brackets may be welded solid. Brackets are interchangeable from car to car. If you don't use the factory front brackets to the car, you'll be limited to a 14-inch bracket from end of frame. Brackets must stay factory length or can be shortened but you CAN'T stretch out brackets to make longer. If you don't use the factory bumper bracket you may use a 4-inch x 14-inch-long 3/8 thick flat plate. This plate must be welded to the bumper. The bumper plate can only be welded on the outside of the frame and can only follow the frame, no shaping or wrap of plate. Bumpers may be stuffed inside of original bumper only. Bracket can be welded solid but can only be welded to 1 side of the frame, don't wrap bracket unless it came out factory that**

way. NO brackets may be stuffed inside of the frame rail. You may have 4 spots wire or 3/8 chain from front bumper to radiator support- 4 spots from rear bumper to trunk lid. Front brackets on front only!!! Bumpers can NOT be any higher than 30 inches from top center. Bumpers can NOT be lower than 18 inches from top center of bumper. Frame must remain straight for bumper measurement. This rule is to help cut down of the issue of roll over and safety of this issue.

HOOD/TRUNKS:

2. ****Hood must have at least a 12-inch square hole cut out in case of fire. You will be allowed 8 spots to hold the hood down (bolts, chain, or wire); you MUST have at least 4 spots holding hood down- hood hinges don't count! You may have up to 1" all thread- 2 may be used from the hood down to the frame but must go through the front body mounts. Chrysler products may run all thread behind radiator support down to top of frame and be welded to top of frame with no added material – all thread may pass thru frame. Hood hold down spots must be sheet metal to sheet metal. Hood must be open for inspection. Plates for hood bolts cannot exceed 5x5x1/16 inch. Hood bolts can be up to 1 inch in diameter. Only allowed 8 spots total to hold down hood0 chain- wire- bolts- ect. You are allowed 12-3/8" bolts to bolt hood skins together.**
3. **You can fold hoods or trunk decks over but 60% of the hood or trunk lid must be in factory location. Tucking of roofs are allowed but only on factory coil spring wagons. Can tuck roof to top of rear quarter panels. You may chain/wire roof to top of rear quarter panels in 2 spots on each side.**
4. **2-1" all-tread may go from the trunk lid to frame, MUST go threw the body mount hole if going to frame with spacer between body and frame, otherwise you may go to the body only with all-thread. You may use wire in 2 spots with 4 loops from trunk lid and may go around the frame with the wire. CAN'T DO BOTH.**
5. **Trunk lids and tailgates may be welded but only in factory location. No welding of tucked area or no welding of sheet metal folded over trunk lid. You can weld 5 inches skip 5 inches using no bigger than 3-inch-wide materials.**

BODY MOUNTS:

1. **Body mounts must remain stock, no adding of body mounts. You can replace the bolt with 1/2 inch bolt, bolt must be up inside of frame as factory with nothing up inside from except 1- 2x2x1/4" thick washer then a nut and a 2x2x1/4" thick washer on top of floor. No added body mounts allowed! YOU may use a solid mount between body and frame. The mount spacer can't be bigger than 2x2 and must be 1 1/4" tall pipe or tubing. No welding of body mount spacers. Nothing can't act like a gusset of any kind!! Radiator support spacer can't be any taller than 6 inches.**

SUSPENSION:

2. **Suspension must be at stock. Leaf springs must be stock, stock springs only! 2-inch stagger in back of rear end and a 1-inch stagger on the front of rear end on all leaf springs. You can put spacers in sagging coil springs to get your height. You can loop chain or wire from rear end or springs to frame in 2 spots on each side. No bigger than #9 wire or 3/8" chain or cable may be used. You may double your coil springs. Leaf spring cars will be allowed 6 clamps on each spring pack. The clamps may be home-made. Home-made clamps not to be larger than 2-inch-wide by 5 inches long. No more than 9 leaf springs in any car! This includes tow package springs!**

3. Rear end control arm must be stock and can't be re-enforced. You may shorten or lengthen control arms by overlapping 2 inches with another stock control arm. 98-02 fords may use a bolt in upper tray for top controls arms or weld a 3x3 square tube to factory tray to bolt upper control arms too and may weld a factory bottom bracket on inside of frame in factory location for lower control arms.
4. You may use any braced rear end along with 8 lug rear ends. After market axels and axle savers may be used as well. You can use a spool inside the rear end to make posi-track. You can swap out rear ends from a different car but must mount to factory rear brackets of the car only. You may change rears from one car to another. Gm to ford, Ford to Gm, Mopar to Gm, ect. Rear end or rear end bracing may **NOT** act like a gusset to frame or car!
5. ***** Front A-arms will be allowed 2-2"x2" straps. 1 strap on front side of A-arm and 1 strap on back side of A-arm. Must be welded to the side of the frame only. Straps can be ¼" thick. You use 1 loop of 3/8" chain around frame and over A-arm. No welding. Not to be excessive with loop of chain as the loop of chain as the loop of chain can only be on 1 side of the A-arm!

ENGINE MOUNTING:

1. Engine mounts may be welded to engine cradle. Engine must be mounted in stock location. You may use a front lower engine cradle and pully protector mount to mount your engine. **NO** full cradle will be allowed!!!
2. Use motor and tranny of choice, motor must be in stock location. You may chain or weld motor and tranny to keep in place (don't strengthen the frame). You must use a factory cross member of a 2" x 2" tubing welded to frame with nothing else added for mounting transmission. No shaping of cross members, no using cross member as a gusset!! This can be out of another car. **Tranny cross members must mount in factory location for the car only! NO tranny braces. NO steel bells or steel tail housings.**
3. You may have a 2-3/8" chains from the motor head to frame and you may weld 1 link of chain to top of frame under motor only next to A-arm on front side of motor.

STEERING:

1. ***Tie-rods, A-arms, ball joints and all other steering/suspension must remain stock.*** Steering column may be changed to aftermarket shafts. Steering knuckles, homemade steering shafts, etc. are **ALLOWED. May change steering box but must bolt for factory steering parts.**

FEEDERS:

2. You may cut wheel wells for tire clearance. Fenders may also be bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender.
3. For safety, ** Hardtop cars may have a 4-inch-wide strap welded at the door post to the roof. You must have 2 bars, wires, or chains in windshield from the roof to dash for safety reasons.

MISC.:

1. You can run shifter through floor, and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump - it must be hooked up to your ignition switch – so when your car shuts off – it shuts off.
2. You are allowed 2 spots with 4 loops of wire in each window opening and may go to the frame. No welding washers around holes on car body. You may run wire from frame rail to frame rail underneath back of car, behind rear-end with 4 loops of wire or 1 loop of

3/8" chain/cable in 1 spot only. This must go around the frame, this can not be bolted to the frame.

3. *****NO distributor cap protectors or full cradles!! YOU are allowed a front lower cradle and pulley protector; sway bar must be removed when using a pulley protector. Gas tank protectors are allowed, no wider than 24 inches, must be at least 2" away from rear sheet metal. It must run straight back from rear seat bar in center of car and must be 4" off the floor. Gas tank cans be connected to protector unless gas tank is mounted to top of protector and not to floor. Protector must be free floating - not connected to anything but back bar! Aftermarket gas pedal and brake pedals are allowed as long as not used to re-enforce car!!! Must be mounted to cage or body. Not to frame or used as a gusset to re-enforce the car in any way.**
4. ******No frame shaping except to beating in the sides only of rear arches over tires. Nothing else. Body shaping is allowed but no double rolling of body lines. No bolting, welding, wiring, etc. of body lines.**
5. **You must have 2 bars or wires from roof to dash in windshield for safety. Window bars can only be 3 inches wide with 5 inches on roof and 5 inches on dash.**
6. **Sliding drive shafts will be allowed along with a pinion brake. Pinion brake can only have 1-strap welded to rear end tubes on each side, but must be welded next to center carrier only!! NO gussets off straps!!**
7. **Cold bending of frames will be allowed, you may use 1 of your fresh plates where your cold bent frame!**
8. **You may cut off from frame rails, but the factory body mount bracket/hole in frame must be there completely. No relocating any part of frame, suspension, body mounts, etc.**
9. **Body creasing is allowed, no double rolling of creases. Trunks can be dished but must be able to see inside trunk area completely.**

RUST REPAIR & FRAME REPAIR:

1. You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 3/16 inch or less. You are allowed to weld the patch 2 inches past the rusted-out area, leave the rust in place.
2. Re-stubbing of frames must be same make/model. 70's to 70's, 80's to 80's, etc. Gm to Gm, Mopar to Mopar, etc. No caddy frames or stubs under NON-Caddy cars!!!!!! You will be allowed to butt weld the frame together then wrap the frame where welded with 1 inch wide 1/8th inch strap completely around the weld. **No cutting of frame or frame seams and re-weld frame in place as a repair!!!** Must be behind tranny cross member.
3. Bent frames only may be repaired with 4" x 1"-1/4" thick flat plate. You are only allowed 6 plates total on driver's and 6 total on passenger's side of car. This counts for the front and rear of car together. The plates may be welded solid and can be rolled over to 2 sides to the frame but must remain flat on frame. Plates must be completely on frame no standing plate on edge to weld and no shaping of plates. You must have a 1/2 inch hole in the patch. You can only repair the frame once in each place. No re-patching or layering of patches. Plates must have a 1" space between plates. If you are found with a plate on a NON-BENT area, you'll have to cut all repair plates off in order to run event. **Be fair to us. It's the driver's responsibility to show inspectors the bend in the frame!**

4. **No repairs at the events! You must repair after event and then run another event.**
5. **All fresh cars will be allowed 2- repair plates to start with. 2 plates on each side of the car total.**

Full Size Light Weld Class Payouts:

1st place- \$1200

2nd place- \$800

3rd place- \$600

4th place-\$400