

**2020 Turner County Fair  
Demolition Derby Rules  
Parker SD / August 20, 2020**



**Limited Weld**

**GENERAL RULES**

1. The general rules apply to each driver and pit crew 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. PIT AREA
  - 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.
  - Only officials and the driver of the car being inspected will be allowed into the tech area at any time. No other drivers, crew, or spectators are allowed to enter the tech area.
  - NO REFUNDS will be given for any reason.
3. The driver/owner is responsible for his/her crew and their conduct and safety. All drivers and at least one crewmember MUST attend the driver's meeting. Any of the above violations will subject the car that he/she is associated with to disqualification from all events and will be asked to depart from the pit area immediately.
4. Drivers MUST be 16 or older to drive and MUST have a valid driver's license. All drivers and 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 IS ALLOWED. All drivers and crew MUST sign a release of liability.
5. SAFETY
  - The derby will be stopped for bumpers or axles in the arena and removed for everyone's safety.
  - Driver MUST wear a seat belt, helmet, eye protection, long sleeved shirt, pants, and leather boots/shoes. Fire suit or fire suit jacket, neck brace, and gloves are highly recommended.
6. DRIVING / CAR
  - You are given two minutes to make an aggressive hit. After two minutes if an aggressive hit is not made you will be disqualified. DRIVE AGGRESSIVE AT ALL TIMES OR DON'T DRIVE AT ALL! NO SANDBAGGING!
  - A stick will be placed on all cars competing, and drivers MUST break it when finished or when told to do so.
  - If any door comes open during heat/class, you will be disqualified. You may fix it and run a consolation heat.
  - Driver door hits will not be tolerated. You will only get one warning. Accidental, grazing, or otherwise unintentional hits will be at official's discretion.
  - Cars are allowed one fire. Two fires will be a disqualification.
  - If your car is rolled and then returned upright; you will only be allowed to continue if officials deem the car safe. Two roll overs will be a disqualification.
  - The top three cars will be re-inspected by the derby officials before any prize money is paid out. EVERYONE else will stay back until cars are inspected.
  - 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: Caroline Ackerman at Home (605) 326-5601 or Cell (605) 940-5874 / CMayAckerman@gmail.com

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1. Any American make car may run with the following exceptions: **NO** 2003 or newer Ford frames, Suicides, 1973 or older Chrysler Imperials or Imperial sub frames, 4x4's, ambulances, hearses, trucks, El Caminos, Rancheros, and limousines.
2. All cars **MUST** be stock, unless where modifications are stated in the rules.
3. All glass, plastic, chrome trim, interior, and anything flammable **MUST** be removed from the car before arriving to the derby.
4. All trailer hitches and braces **MUST** be removed.
5. Batteries **MUST** be moved to passenger front floorboard. They **MUST** be properly secured and covered.
6. Roof sign mandatory: 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 the car number on it for judging and recognition of the car. You **CANNOT** use the roof sign to strengthen the car.
7. All cars **MUST** have working brakes when entering inspection. If the car is not able to exhibit the ability to stop it will not be inspected.
8. Must have working seat belts. Will be checked on the track.
9. No welding other than what is mentioned in this set of rules. If your car is found with any other weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run. This includes welding chain links together.
10. **FRAME**
  - No welding or modifications may be done to the frame at any time except where specified in these rules.
  - No fresh paint except for orange paint on welds and plates or undercoating on the frames at all. No buffing or grinding of frames or bodies except where welding is specifically allowed in these rules.
  - If you re-stub your frame, you are only allowed to use the same make and decade of stub as the car you are running.
  - No re-stubbing fresh frames.
  - When connecting the new stub to the frame, do so under the front doors but do not support the splice with the cross member. If you slide the frame into the stub or stub into frame, you can only do so by 3". If you use a plate to weld the stub and frame together you may only use a plate 1/4" in thickness and must be trimmed to the same basic size and shape of the frame/stub. **NO** other means of connecting a stub to a frame are allowed.
  - You may shorten the front frame on a Ford or GM on the front frame only. You may cut the frame off flush with the front edge of the core support hole. The factory core support hole **MUST REMAIN INTACT**. 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.
  - Re-welding of the main factory seam on the top of the frame, from front of A-arms forward to the end of the frame is allowed. You are allowed a total of 14" behind the a-arms per frame rail. This will allow the Ford Cars to cut, tip, and re-weld with a total of 14". All other cars that do not cut, tilt, and re-weld are allowed to re-weld a total 14" of the seam (top, bottom, or combo of both) from the rear of the a-arm **to the front of the firewall**. Only factory welded seams may be re-welded. All welds are a maximum width of 1/2". **All welds must be marked with orange paint.**
  - If you choose to cold bend the frame **DO NOT** support with the cross member.
  - Y frame Chryslers may plate the top or bottom of the Y in the frame but not both.
  - Plate cannot wrap around the sides.
  - Plate material cannot exceed 1/4" thickness.
  - **CALL BEFORE FIXING ANY RUST ON THE FRAME**. If allowed to repair, the rust can be cut out and a piece the same thickness as the frame wall will be cut exactly to the size of the hole and be butt-welded in with no overlap.
  - Dimpling, notching, and pre-bending of the rear frame is allowed.

- **You may only “fix-it” plate frames that have been bent or damaged. Prior damage has to be evident.** You are allowed only 16" of total fix-it plating PER FRAME RAIL! This may be divided up to four times (IE four 4" plates). Plates can be butted together but CANNOT overlap or be stacked. Maximum thickness of plate material is 1/4". The plates have to be flush with the top and bottom of the frame and CANNOT wrap/fold over the top and bottom edges of the frame. **All added plates and welds MUST be painted orange.**
- **IF CAUGHT WITH ANY FRAME INFRACTIONS OR MANIPULATING OF FRAMES: FRAME SHAPING, TILTING, COLD BENDING, SQUARING, PINNING, UNAPPROVED PLATING, SHRINKING, EXTRA SEAM WELDING, GUSSETS, USE OF CHEMICALS, UNAUTHORIZED FRAME REPAIRS, OR ANYTHING ELSE YOU MAY THINK OF NOT OUTLINED IN THESE RULES YOU WILL HAVE NO CHANCE TO FIX AND YOU WILL BE LOADED!**

#### 11. CAGE

- You MUST have a 4-point cage with a bar behind the seat from doorstep to door stop, a bar (with no extensions), across your dash from door post to door post to replace your dash, and one bar on the inside of the front doors that is welded and connects the dash and seat bars. You may gusset the four corners on the inside of the cage only.
- All cage material MUST be no larger than 6" OD. All cage material MUST be a minimum of 4" off the floor, 4" off the transmission tunnel, and no cage material may be within 6" of the firewall.
- You may weld a bar behind the seat from doorstep to door stop, and you may also have a single bar (with no extensions), across your dash area to replace your dash. You may run a bar connecting the dash bar and seat bar inside of the front doors only.
- You may weld two bars per side or 2 spots of #9 wire (up to 4 loops each) not both down from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seam and may be welded to the topside of the frame. These bars cannot exceed 2"x3".
- You must have a roll loop (halo bar) behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof. The halo bar has to be straight up and down. Back of cage including the roll bar has to be placed: Ford and GM- a minimum of 5" in front of the center of the rear seat body mount.
- Mopars are allowed to run a 1" bolt with a 5" plate on both sides (frame and body) in the front most frame hole in the rear frame. Only then are you allowed to weld a kicker from the door bar and weld to the top of this plate. It can be a maximum of 2"x3" square tubing.
- All Mopar cage material must be 5" forward from the center of this body mount hole other than the kicker plate explained prior. Some Mopars have a very tight passenger compartment and you may need to run the halo through the small back window, mainly Cordobas, call first.
- Welding steering column to cage is acceptable.

#### 12. BUMPERS

- Bumpers are interchangeable and no more than one set of bumper brackets/shocks may be used.
- You can weld bumper brackets or towers to the frame.
- You can weld bumper brackets and shocks to the bumper.
- You can weld shocks to shock towers.
- Brackets are allowed to extend back to the front most part of the A-frame. Nothing can be put inside the frame and all brackets can only be on one side of the frame.
- Instead of using bumper brackets you are allowed to use one 4" wide x 3/8" thick strap extending from your bumper own one side of the frame and can extend back to the front most part of the A-frame. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape this is to give you enough material to weld your bumper to the strap. This plate may be formed or shaped. Plate must remain on one side of the frame with nothing inside the frame. Do not abuse this rule or you will cut it.
- You may reinforce/load 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. Loaded bumpers must maintain the same size as a homemade bumper stated in these rules.

- If you choose to manufacture a homemade bumper it must conform to the following size limits. It maximum OD. of the main beam is 8"x8" or less. The point must taper over an area of at least 32" Overall the bumper cannot exceed 12" wide at the tip of the point to the back of the main beam. The point may only extend out 4" from the flat part of the bumper. Homemade Chrysler pointy replica bumpers are legal as long as they are of the same size/shape as a factory pointy.
- No welding bumper to the body in any fashion.
- Front and rear bumpers may have 4 loops of wire from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame). These cannot be placed in front of the radiator.
- The front 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.
- Front bumper height not to exceed 22" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or the frame whichever is lower.
- Rear bumper height must be a minimum of 16" from the ground to the bottom of the bumper.
- Bumpers must be in stock location.

### 13. FRONT SUSPENSION

- Tie rods can be reinforced stock or aftermarket.
- If you use aftermarket tie rods they cannot be welded and the maximum OD of the tube is 1 1/2".
- The only way you can reinforce a stock tie-rod is the tube only. The only reinforcement allowed is by welding a shaft to the tie-rod tube (which has to be the same length and outside diameter as the tie-rod tube). NO other forms of reinforcement or welding are allowed to the tie-rods.
- Stock a-frames only. NO AFTERMARKET A-frames. A-frames may be welded or bolted down but may not be reinforced. If welded it may only use up to a 2"x4"x1/8" thick strap. This strap must weld to the a-frame and cannot extend farther forward or backward than 1" past the widest part of the a-frame. You may put older a-arm brackets on newer style Fords, but do it cleanly. If you convert a-arm mounts the bumper bracket will go off the original style mounting location or the new mount.
- Only stock size replacement ball joints designed for passenger cars are allowed. You may use aftermarket ball joints these must be a manufactured ball joint replacement no homemade ball joints permitted. No ball joint protectors permitted.
- Do not re-engineer the way the steering components mount to the frame.
- Coil springs must be a factory car coil spring for a car that is permitted to run in this class.
- Hubs and rotors must be stock.
- Spindles must be stock for a car that is legal in the class you are running with no modifications. No aftermarket hubs or rotors.
- Steering box may be interchanged but must remain a stock box for a car that is legal in the class you are running.
- Pitman arms must remain stock or stock replacement
- Idler arm must remain or interchanged with an idler arm that is off a car that is legal in the class you are running.
- If you run a sway bar it has to be remain factory mounted and cannot be welded to the frame in any way.

### 14. REAR SUSPENSION

- No flat stacking leaf springs. Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 3/8" thick and no wider than 2 3/4 " wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from the longest to shortest in minimum 1" stagger. You can re-clamp springs, four clamps per side with only two being homemade. Homemade clamps can't exceed 2"x 4" x 1/4" thick.
- No leaf springs on a coil car and no coil spring on a leaf car. No combination of springs on one car.

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- You can change coil springs to a stiffer spring, you can double the rear springs (they may be tied together in no more than two spots, do not weld them together), or put spacers in sagging coil springs to get your height, do not raise the suspension any other ways except what is listed above. You can bolt, wire or chain coil springs to the rear end and frame to prevent springs from falling out, do not go through body as this would be another body mount. You may weld leaf spring mounting brackets to prevent them from coming unbolted.
- You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear end to frame in 1 spot on each side, must go around frame, do not bolt the chain to the frame. We are going to allow you to weld the chain to the side of the frame, for your chains from the frame to the rear end; you can weld one link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame.
- Watts-Conversion is allowed but all brackets must be only large enough to hold a stock style sized control arm. Control arms must be stock length and not shortened to reinforce the car. All factory brackets must be completely cut off car. No changing out of rear package trays on frame.

**15. REAR-END**

- Use rear end of choice, but must be no more than 8 lugs. You cannot remove lugs to make an 8 lug rear-end (example: 10 lug rear-end and remove 2 lugs).
- You can tilt rear end if you wish. Welded or posi-track highly recommended.
- Braced rear-ends are allowed.
- Rear end control arms must start with stock parts and can be lightly reinforcements. They must attach in stock configuration for the suspension setup you are using. No hybrid setups.
- You must use the factory brackets that came with the car you are running. No relocating brackets on the frame.
- Pinion brakes are allowed.
- All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.

**16. WHEELS AND TIRES**

- Tires no bigger than 16", no split rims, and no studded tires. Doubled tires are OK.
- Foam-filled tires are allowed on steering tires only!!!! NO foam-filled tires on drive tires.
- Valve stem protectors are OK. Tires may be screwed to rims. We don't want any flats!!!!
- Wheel reinforcement is allowed as long as the wheel starts with a stock wheel, and the reinforcement stays within the factory bead.
- Bead locks are permitted. Bead locks may be no more than 20" in diameter and can be on inside of tire only.
- Skid steer and forklift tires are allowed.
- Tubed and doubled tires are OK. Foam filled tires are allowed on STEER TIRES only.

**17. ENGINE**

- Use engine of your choice but MUST remain in stock location.
- Engine will be bolted in to a factory style engine mount, with rubber/neoprene bushing, attached to frame. Engine mounts may be welded to the engine saddle only and modified to mount any engine in any car.
- You are allowed two 4 x 6 plates on the frame engine saddle to attach your engine mounts too. Motor mounts/plates may only go to the frame engine saddle and not into the frame or engine saddle.
- Aftermarket headers are allowed.
- Distributor Protectors are allowed but if you use a DP it must not come in contact with anything. Firewall will be cut out completely behind it. If we feel that the car has been built for the DP or any part of the protector is being used to support the car you will either change it to the official's instructions or not run.
- Carb halos, header protectors, and mid-plates are allowed.
- Full cradles are allowed but must attached to a factory style engine mount, with rubber/neoprene bushing, attached to frame. The factory engine mounts are the only way of tying the motor down. No other tie downs from the engine/cradle to the frame are allowed

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- Pulley Protectors are allowed but only if the sway bar is completely removed and the pulley protector must not come in contact with anything other than engine/cradle.
- If you run a mid-plate that is connected to a Trans brace/protector, you must remove the firewall the minimum width of the mid-plate/engine and to where the firewall meets the floor.
- All cradle/plates/protectors can be a maximum of 1" thickness if using solid plate and a maximum OD of 1" if using bar/rod.
- No fan protectors.

**18. RADIATOR**

- You may either run a manufactured passenger car style radiator or remove the radiator.
- No homemade radiators or water barrels allowed.
- Manufactured aftermarket aluminum radiators are allowed.
- If you do not run a radiator, you may tie your hoses together and install a pressure relief valve.
- Radiator **MUST** be mounted in stock location using stock factory mounts and brackets that came with that car.
- For mounting radiators, you may use up to 4-1/2" all thread. This may pass thru the bottom of the core support. This must not pass thru upper core support. It may be attached to 2"x6"x1/8" thick flat steel and must be welded to the core support they must be outside the fan.
- You may use up to two ratchet straps to hold in the radiator.
- You may also use spray-in foam around the radiator.
- No radiator guards/protectors allowed.

**19. FUEL TANK**

- **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. It is recommended to use all-thread and fire retardant cover over fuel cell.
- **Only metal tanks may be used.**
- Fuel line **MUST** be secured and fastened properly. Keep away from exhaust.
- Place fuel cell behind driver's seat in the center of the car where the back seat used to be.
- No other source of gas inside the car.
- **YOU MUST RUN A GAS TANK PROTECTOR.** It **CANNOT** attach to anything other than your cage. It **MUST** be centered between your frame humps. It **CANNOT** exceed 24" wide. It can angle in from your roll over protection. It **MUST** be a full 3" away from rear sheet metal, which **CANNOT** be removed. Wagons no farther than rear seat area. The bracing **MUST** be 4" above any floor sheet metal, which **CANNOT** be removed, measured from the highest flat area of the floor in the rear seat area.
- **You can run any type of fuel. However, if you run alcohol; you must have fluorescent green tape wrapped around the front driver's door pillar for recognition by the fire crew.**

**20. TRANSMISSION**

- You may run steel/titanium/aluminum bell housing, transmission brace, and aftermarket tail shaft cones.
- The trans-brace may be multiple bars down or one solid plate that conforms to the he transmission and may run from the back of the heads or DP to the back of the transmission. If these bars or plate catch into the sheet metal, you will cut reliefs into the transmission tunnel.
- All cradle/plates/protectors can be a maximum of 1" thickness if using solid plate and a maximum OD of 1" if using bar/rod. You cannot weld rods together length wise to create one solid piece.
- Your trans-brace can only be a maximum of 12" wide were it meets the transmission cross member.
- If you run a trans-brace, you are allowed to build a 90-degree angle where it meets the cross member and be tied down by one loop of 3/8" chain or bolted to the cross member by two 5/8" bolts with 1 1/2" washers **NOT BOTH**. The brace, bolts, or chain cannot be welded to the cross member in anyway. The chain links cannot be welded together to make it solid.

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- If you do not run a trans-brace the transmission can be chained using one loop of 3/8" chain or bolted to the cross member by two 5/8" bolts with 1 1/2" washers NOT BOTH. Neither the bolts nor chain cannot be welded to the cross member in anyway. The chain links cannot be welded together to make it solid.
- You can run either a factory cross member legal for this class or you can replace the cross member but it can be no larger than 2" x 3" x 1/4" thick square tubing or 2" x 1/4" thick round tubing. The transmission cross member must be one piece and must be straight from side to side.
- You can use either the stock mounts or 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. You must remove the stock mount if you run the angle iron.
- You can either secure the cross member to the mounts with two bolts per side or weld the cross member to the mounts with no added metal are the only methods allowed to fasten the cross member to the cross member mounts.
- The transmission cross member is the only method which the transmission/brace may be tied in.
- Slider drive shafts are allowed.
- Transmission coolers are allowed. Hydraulic lines MUST be used. These coolers MUST not be placed to reinforce the car. No bolts may extend through the frame to create a body mount.
- Aftermarket and homemade shifters are allowed.

**21. #9 WIRE RULES**

- You are allowed two spots with four loops of #9 wire, or up to one strand of 3/8" cable with no larger than 6" turn buckles, no chain in the door window openings and may go to the frame.
- All #9 wire going through the windows must stay in the passenger compartment and may not be twisted around the cage at all.
- The cage cannot support these wires in any way.
- They may touch the cage but if the judges feel the wire will not freely travel by the cage you will be asked to change it.
- If you chose to weld a washer on the body to run wire through it may only be a 2" washer welded to the body.
- Nothing may be welded or added to frame to support or route wire.
- You will be allowed unlimited #9 wire after the heats are completed.

**22. BODY MOUNTS**

- Absolutely no body mounts may be moved or added.
- Body mounts bolts can be replaced with 1" bolts.
- Body mounts must be replaced with a steel spacer or washers and must be 1" thick and have the same diameter as stock spacers.
- Bolts may extend through body and have up to a 5" washer on top.
- Washers must be separate and cannot reinforce the frame.
- Bolts must be up inside the frame.
- If a body mount hole is used for your trunk all-thread, this does not have to be up inside the frame. The plate can go on the bottom side of the frame.
- If you choose to leave in the stock rubber puck you must leave the metal cones inside the rubber puck.
- You must leave at least a 3/4" space if using factory rubber spacers. Do not devise a way that enables you to suck them down tight.
- Radiator support mounts can be removed. You may suck the radiator supports down solid.
- If a spacer is used it must be welded to core support only. Core support spacers cannot exceed 3" square material. The 1" all-thread must pass through the factory stamped hole. On Chrysler cars, the all-thread may only be welded to the side of the frame in this location. Chrysler K-member cannot be altered.

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**23. BODY**

- Body may be shaped on the exterior sheet metal only. No body shaping inside the passenger compartment, inside the trunk, or inside the engine compartment at all.
- You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out; weld beyond rust 2".

**24. HOODS AND FRONT CLIPS**

- Hood **MUST** have at least a 12" square hole cut in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1 1/4" diameter washers. No more than a total of 6 bolts per hole. You may cut multiple holes but do not exceed the six bolts per hole.
- You are allowed a maximum six spots and a minimum of four spots to hold the hood on using up to 1" all-thread.
- You may have plates for hood tie down, not to exceed 5" x 5" x 1/4" thick square or 6" x 1/4" thick round.
- No welding the hood. The entire hood **MUST** be removable during inspection. You may move the hood forward and fold over the front.
- Only the front two all thread bolts may go from the hood to the frame and only if they go through the core support holes and nutted after it passes through the core support.
- All other tie down spots **MUST** be sheet metal to sheet metal only and the bolts can't exceed 8" in length. All hood bolts **MUST** be replaced outside the windshield bars.
- May also use 2" x 2" angle iron that is 5" long welded to fender and hood **INSTEAD** of 1" bolts. Only one 3/8" bolt to tie together.
- Front core support **CANNOT** be moved back from its factory location. It **MUST** stay bolted to the fenders the same way it came factory.
- You may cut wheel wells for tire clearance. Fenders may be bolted back together with five 3/8" bolts or less with 1 1/4" diameter washers.
- Fenders may be rolled but **CANNOT** be doubled and then bolted.
- If you wrap or fold your fenders around your core support, do not exceed four 3/8" bolts with 1 1/4" washers to bolt back to the core support of fender.

**25. WINDOW BARS AND FIREWALL**

- For safety, **ALL CARS MUST HAVE** two windshield bars extending from the roof of the car to the firewall/dash. Straps **CANNOT** be any larger than 3" x 3/8" thick flat strap.
- You are allowed to connect these two bars if and only if you remove the firewall/dash completely between the straps. The removed part **MUST** be completely removed and **MUST** be as wide as the vertical bars. The horizontal bars connecting the two vertical bars **CANNOT** be any larger than 3" x 3/8" thick straps.
- No more than 6" of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over or you will cut.
- All cars may have a rear window bar. It must be in the center of the window and extend from the trunk lid to the roof. Bar may not exceed 3" in diameter. The plates that the bar can be welded to will be 6" x 6" x 1/4" thickness plate or less. The trunk plate must be within 16" of trunk to cowl seam.
- Do not alter firewall except where stated in these rules.

**26. DOORS**

- You may weld doors shut on the exterior **ONLY** with nothing larger than 3" x 1/8" thick strap and must follow the door seam. **DO** not overlap strap or you will cut strap off. You may fold tops of doors over and weld the outer and inner skin together but you are not allowed to add any material.
- No door strap may come in contact with or go around the frame.
- You may reinforce driver's door inside, outside or both. May extend 6" past either door seam on the outside. Must be flat against door with no protrusions or sharp edges.
- No grader blades.



**27. TRUNKS**

- You may weld your trunk lid shut with nothing larger than 3"x 1/8" thick strap. Must follow trunk seam.
- Trunk lids may be V'd, tucked, wedged, or canoed.
- If you V or canoe your trunk lid, the lid must remain at least 10" off of the trunk floor. The 10" will be measured from the top of the frame rails not the spare tire hole.
- If you tuck the trunk lid to the trunk floor you can only bend up to half of the trunk lid. You can only use a total of 12" of weld to attach it to the floor. Rear quarters may not be laid over to make a trunk seam.
- All trunk lids must have an 8" hole cut in the center of the trunk lid for inspection purposes and may have three 3/8" or less bolts and 1 1/4" diameter washer bolting the two layers back together.
- Two 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 through the body and frame
- GM wagons can butt weld rear decking in place but cannot add any metal to the weld. An 8" hole must be cut for inspection purposes. All rear seat components must be removed.
- No fresh sedagons.

**Protesting**

1. There is a \$200.00 non-refundable protest fee.
2. Only during the feature can there be a protest.
3. Only the top four cars can be protested.
4. Both cars must have competed in the feature.
5. The protesting driver must have cash in hand directly after the feature in order to protest.
6. The protesting driver's car and the protested car will be inspected. If either car is found to be illegal, it will be disqualified.
7. If the protested car is illegal and the protesting car is legal the protester will get \$100.00 back. If the protester's car is illegal and the protested car is legal then the protested driver will receive \$100.00. In either case \$100.00 goes to the head official. If both are illegal, then the \$200.00 goes to the head official.

**BUILD TO THE RULES!**

**IF IT DOES NOT SAY YOU CAN TO IT IN THESE RULES, YOU PROBABLY CAN'T.**

**IT IS BETTER TO ASK QUESTIONS PRIOR TO THE EVENT THAN TO SHOW UP ILLEGAL.**

**CALL BEFORE YOU DO ANYTHING THAT IS QUESTIONABLE.**

**IF YOUR CAR IS DEEMED ILLEGAL, BE PREPARED TO CUT. BRING YOUR OWN TOOLS.**

**IF THE CAR IS NOT MADE LEGAL THEN YOU WILL NOT RUN AND WILL NOT RECEIVE A REFUND!**

**ANY QUESTIONS CALL OR TEXT SCOTT NICE: 605-744-9051**

Texting is preferred.

**LIMITED WELD PAYOUTS: 1<sup>st</sup> Place: \$1200, 2<sup>nd</sup> Place: \$800, 3<sup>rd</sup> Place: \$600, 4<sup>th</sup> Place \$400**