

Bowman County Fair Demolition Derby 2024 Rules

Dakota Winds Area Bowman ND

July 14th 2024 (2pm) Mountain Time

Tech starts 9am – 1pm

Classes: Bone Stock (Heats and Feature)

Limited Weld Cars (One and Done)

Herby Derby (One and Done)

Trucks (One and Done)

General Rules:

- 1. All Drivers and Pit Crews enter at their own risk! Drivers must sign wavers!**
- 2. Under 18 must have a signed parental consent!**
- 3. Drivers and pit crews must be 15 years old or older!**
- 4. All cars have a roof sign and numbers on the side of the door, drivers and passanger!**
- 5. No speeding or Hot-rodding around the pits area!**
- 6. Absolutely No Achohol allowed in pits area! If the driver is caught drinking you be disqualified!**
- 7. Teching starts at 9am-1pm no later then 1:20pm to tech! Don't be late!**
- 8. Drivers meeting starts 1:40pm and derby starts at 2pm!**
- 9. Questions or Controversies will be discussed at driver meeting!**
- 10. Pit ententrance om the west side of the track! Folllow signs!**
- 11. IF any other welding or Iron is added to the car other what is stated/allowed you will NOT RUN! We will NOT listen to Excuses!**
- 12. Entry fees will not be returned if your car doesn't pass Inspection!**
- 13. There will be the best paint to win!**
- 14. There will be a free for all after the feature of the bone stock class if anyone still has car to run and want to finsh it off \$20 bucks and any driver can do it and signs a wavier form!**

15. Entry fees: \$70 for car and driver

\$10 for pit crew

There will be KIDS Power wheels to and bring your own power wheel and helmet!

16. ANY QUESTIONS CALL OR TEXT:

Travis at 701-929-0112

Chirs at 701-989-0871

Frank at 701-928-1771

DRIVER-DRIVING RULES

- 1. Drivers must remain in the vehicle with helmet, seat belt, and eye protection until notified by an official that it is safe to exit the vehicle.**
- 2. Drivers must wear seat belts, long sleeves shirts, pants, helmets, and shoes or boots. No sandals and shorts!**
- 3. No Drivers Doors hits! If a driver door hit is careless or intentional, you will be disqualified, NO questions ask! IF someone using the drivers door for defense repeatedly you will be disqualification!**
- 4. No Team driving! You get one 1 warning and next one your disqualified!**
- 5. No sandbagging! If you get caught sandbagging you will get a warning and a X on car and have to sit for 35 seconds until can go! Second one you will be disqualified! That run applies for the heats and Feature!**
- 6. IF you get stuck on the berm we will not pull you off! IF you go over the berm your out!**
- 7. Roll overs cars will be flipped back over if the car checks out with no leaks, the car will be allowed to keep running. If it is leaking will pull it off the track and your done!**
- 8. Allowed 1 fire, second fire and your out!**
- 9. 2 minute hit rule don't make a hit or get ur car started in 2 mins your done!**
- 10. Last car to make the hardest hit wins!**

- 11. Overall conditions of the cars must be safe. This applies to all cars. If judges deem car unsafe to run, it will not run! No Exceptions! Judges decision is Final!**
- 12. All judges decisions are final!**
- 13. Arguing with the judges will result in Immediate disqualification, and/or forfeit of the winnings, this includes pit crews.**
- 14. Any other questions plz call or bring it up in the Drivers meeting!**
- 15. Any questions call Travis 701-929-0112 Thank you and Enjoy the derby!**
- 16. Rules will be in order for the class**
- 17. Bone stock main class**
- 18. Limited weld cars**
- 19. Herby derby (Small compact cars and small pickups)**
- 20. Trucks**
- 21. If you got any questions or suggestions plz call and let me know!**
- 22. Plz call if your going to used a small pickup because there might be some rules changes!**

BONE STOCK CLASS RULES

These rules tell you how to build your car not how to build around them. Just because it is not in the rules does not mean you can do it!!!!!!! IF you don't pass tech you have to make the changes and bring the car back up to retech to pass. Any Questoins call Travis 701-929-0112

GENERAL

- 1. All chrome, plastics, glass, carpets, and burnable materials must be removed from inside and outside of the vehicle. May leave driver's side door interior in if preferred.**
- 2. ABSOLUTELY NO PRE-BENDING, SMASHING, ALTERING, REINFORCING, LAYERING, WELDING or BRACING OF THE BODY, FRAME, OR SUSPENSION.**
- 3. 57'–73' Imperials, 61'-69' Suicide Lincolns, 03+ FOMOCO, Hearses, Ambulances, AWD's, SUV's, Vans, Pickups are not allowed. (El Camino's & Ranchero's are considered cars)**
- 4. No Painted Frames**
- 5. Safety Seat belts and helmets must be used at all times during event. Must have working brakes.**
- 6. You may patch rust in floors 1-inch past rust, but must not replace any metal around body mounts or you will cut it out. No replacing metal in trunks. Call or text first we would like to see pictures before.**
- 7. Batteries must be inside car, securely mounted to floor or cage, and must also have a non flammable cover put over them. Wood or plastic boxes are not allowed.**
- 8. Transmission coolers are allowed, and must be securely mounted to the floor or cage. Wood and plastic coolers are not allowed. Transmission lines must run inside of the car and must be covered.**

9. Stock gas tanks must be removed. Boat gas tanks and after-market fuel cells are allowed. You must bolt the gas tank to the floor or they may free float off of the seat bar. Fuel line must be running on the inside of the car and must be covered.

10. After Market parts allowed: gas tank, pedals, shifter, steering column, transmission cooler, lower cradle with front plate only.

Radiators

1. Radiators must be stock and remain in the stock location. Do not mess with them, or try to protect them. You may use spray foam to secure them and ratchet straps/something similar.

2. May use aluminum radiator.

3. Radiator barrels allowed mounted on roof of car only. Minimum of 3/4" vent/vent hose. You are allowed (8) 5/8" bolts with minimum of 3 inch washers. Minimum 4 bolts used. Hoses must be secure and vent hose underneath car. If deemed a safety hazard driver will be DQ'd during heat.

4. No Radi Barrels

Bumpers

1. Bumpers may be welded to factory bumper brackets. You may weld brackets to the frame in stock location only. You may hardnose bumpers directly to frame, but if you do that you must remove all bumper brackets.(you can only do one or the other, brackets or no brackets not both) If you choose to hardnose it and the frame is not factory square you may only cut it back to give somewhere to weld to.

2. You may run two chains or (2) spots with two loops of #9 wire on the front bumper only, to the top of the radiator support.

3. May have 1 loop of 9 wire or 1 chain from bumper to sway bar.

4. You may change bumpers. You may run aftermarket, loaded, and homemade bumpers. Aftermarket bumpers must stay within same spec as homemade. You may run 4"x4"x1/4" piece of square tubing for bumper front and back (front tube may have a point, 4" point over 32" spread). Must be hollow and open ended.

5. Bumper height for rear and front minimum 14" to the bottom and max 22" to the bottom.

BODY/HOOD/Trunk

1. Doors, Trunk lid, and/or tailgate may each be secured in (6) spots with: 3/8" Chain, a double loop of #9 wire, one loop of 3/8" cable, or 6 plates per location (2"x4"x1/8"). Two 3/8" door chains may go around the frame, per door no other attachment points can go around the frame. No C channel or grater Blades on the outside of the doors. Trunk lid can be tucked or removed. No dishing the lid. No welding body to frame.

2. Drivers' door may be skinned

3. You may run 1-inch threaded rod for your front 2 hood mounts, these must pass through the original body mount hole. Can have up to a 4" 2"x2"x1/4" spacer that cannot be welded to the frame or core support. Do not weld the threaded rod to the frame on full frame cars. Uni-body cars may weld to side of frame with a max of 6 inches welded per rod. Your other 4 connection points may be chain, #9 wire, or 2" angle -iron plates with up to a 1/2" bolt.

4. All other body mounts must remain factory (Pre-ran for more details see below).

5. You may have 2 front window bars and 1 rear window bar (Cannot come in contact with the hood, trunk lid, halo bar, or frame. You may put a window net only on the driver's door but only may be bolted on with 3/8 bolts. It may be bolted to door skin and roof only. Keep within reason since this is for safety. May have one bar to support radiator hoses. If deemed excessive it will be cut.

6. Fenders may have 6-3/8 bolts per fender. You cannot roll fenders.

7. Hood may have 6-3/8 bolts around engine opening only.

CAGE

- 1. We are allowing a full suspended cage. No bars may come in contact with the frame, firewall, or rear speaker deck. No larger than 6" tubing. At a minimum you are required to have a 4 point cage.**
- 2. You are allowed (1)-2"x2"x1/4" down bar per side only attaching to the tin. 2 on the driver's side. May not attach to frame in anyway.**
- 3. Rear X bars may touch floor, but not welded.**
- 4. May have Halo that attaches to rear seat bar. Can touch floor, but not welded.**
- 5. May have gas tank protector, but it must be a minimum of 6" away from all sheet metal and floor (cannot weld on extra metal after first run to push it closer to the tin).**
- 6. May have a bar to hold up radiator barrel on the roof. Bar must come off rear seat bar and go under roof to support barrel. Bar is not allowed if no barrel present.**

ENGINE/TRANSMISSION

- 1. Engines may be any make in any car. Lower cradles with front plates allowed only. (no pulley protectors) You may build your own motor mounts and weld to frame. Do not get carried away tech discretion. Please call if concerned about mounting motors, but, if possible, go with what we have.**
- 2. You may put one 3/8" chain on each side of the motor and may wrap around frame but may not be bolted or welded to frame.**
- 3. Header protectors allowed 2' x 2' hole in firewall required if using protectors. (NO DP's, Engine Halos, Mid-plates, Pulley Protectors, Skid Plates, Carb. Protectors, Etc.)**
- 4. Upright headers allowed (may have up to (1) spot of 1" square tube connecting them together)**
- 5. No aftermarket transmission bellhousings or cases. 1/4" BOP to Chevy conversion plates are allowed.**
- 6. No top or bottom transmission bracing or protectors.**

7. No aftermarket tail housings.
8. Factory transmission cross members or 2"x2"x1/4" tube only, you are allowed 1-2"x2"x1/4" angle iron per side to attached crossmember.
9. No other welding other than attaching crossmember.

TIRES

1. Any air-filled tires are allowed. You are allowed full centers, lip guards, valve stem protectors. No bead-locks or solids. No foam filled. No studded tires or split rims. 14" to 16" tires only.

FRAME/SUSPENSION

1. Front suspension must remain completely stock. Absolutely no fabrication, alteration or changing of these.
2. Suspension parts can be swapped with only direct bolt on factory parts.
3. Front suspension you are also allowed 2- 2"x4"x1/8" per side. Straps for ride height only. The straps must only be welded to the a-arm and the frame nothing else. They can't extend past a-arm. No shaping the straps. Front suspension you are allowed twist-ins or wishbone spacers.
4. You may notch the frame, you may pre-bend (frame only so the rear goes up) this does not mean you can dish trunk, no creasing body panels, no altering the body or frame in any otherway. No welding on the Frame. Where pre-bent may be hammered only 4" down.
5. No tilting or cold bending.
6. No frame shaping.
7. No pinning humps on fresh cars.

REAREND

1. Any Drive shafts allowed (factory, homemade, slider). Rear ends must remain stock housing. You may run a full spool or weld gears to make posi-traction.
2. You may run drum or pinion brakes (but one must work).

- 3. You may not brace rear end housing. You may not run axle savers. You may not weld on the rear end housing (tubes can be welded to housing).**
- 4. You may swap rear end but must be a direct bolt in application. 4 or 5 lug patterns only. (NO 6 or 8 Lug rear ends).**
- 5. 5/8 axle studs allowed.**
- 6. Aftermarket axles allowed.**
- 7. Axle stud protector may be nothing more than a flat plate.**
- 8. May chain the humps (1 chain per side), you can tie the coil springs to the rear-end housing with 2 loops of #9 wire. Only one coil spring allowed per side.**
- 9. No loaded control arms. May shorten with no bracing for pinion angle only. If shortened it must only be butt welded together.**

PRE-RAN/FIX-IT PLATES

- 1. 2 strand 9 wire in 4 spots after heats (if heats show) inside body of car only.**
- 2. Fix it plate rules: May not put plates on at the show. This is to keep cars able to come back to shows. 4- 6"x6"x1/8" plates. 2 Per frame rail=4 total. Only on the outside of the frame in visible manner. Plates cannot touch. Must be minimum 1-inch in-between welds. Plates can be shaped, but not cut to make longer. Plates cannot touch a-arm strap. Plates on the frame ONLY, cannot touch body.**
- 3. If plates are moved after a show and put on in a new spot. The old welds must be ground smooth.**
- 4. May pin humps on pre-ran only**
- 5. PRE-Run vehicles still need to follow bumper height rule minimum 14" and max 22" to the bottom.**
- 6. All other body mounts must remain factory size other than 2 core support mounts. If gone or need to be replaced factory bolt size only. No metal body mount bushings. May use hockey pucks. Mounts and bushings must stay same size as factory sizes. If using hockey pucks they must be loose. Max washer size 3" both top and bottom. THIS IS ONLY IF THEY ARE MISSING/BROKEN/RUSTED.**

Limited weld rules

These rules tell you how to build your car, not how to build around them. Just because its not in the rules does not mean you can do it!!!!

Cars will only have one hour to be re-teched and only have one chance to make the appropriate changes, or they will be loaded! There will be no excuses for not making it to retech on time, and cars will be loaded if they don't make it in time.

General Rules:

1. Any year car may be used other than- convertibles, ranchero, el-caminos, etc., may not be used. Call if you have questions about car selection. Car bodies and frames may be swapped but must be a direct bolt-on application.
2. All glass, door panels, headliner, carpet, plastic, and sharp objects must be removed from the car.
3. All cars must have brakes capable of stopping at the beginning of the heat. If the brakes fail at any time during the heat, you will be disqualified. All cars must have a working seat belt.

Frame:

DO NOT ALTER OR WELD THE FRAME OTHER THAN WHAT IS LISTED

Frame Shortening

1. You may shorten the front frame only. You may cut the frame off flush with the front edge of the body mount hole or up to the core support if there is no body mount hole. Lower core support must remain in its factory position, whether welded or bolted. If it is a weld-on mount, leave the remaining portion of the body mount in place. If you remove or alter the core support body mount completely or relocate it, you will not run. All thread may only pass through factory stamped core support mount hole.
2. No re-welding of any factory seams is allowed other than specified in these rules. If there is any welding on the frame that is not specified in the regulations, there will be a 3" on 3" off with full daylight slices in the illegal welded section of the frame. This applies to all parts of the frame rails.
3. No changing or doubling of the rear package tray.
4. Mopar's may close the Y's

5. 14" total of welding per side is allowed between the back of the a-arm and transmission cross member. 80's and newer cars will be allowed to cut and tilt using the 14" of weld or cold bend in front of transmission cross member to the firewall. All old iron cars will be able to use the 14" to reweld seams where the factory missed or any other factory welded seam (weld must be continuous). All welds are single pass, ½" wide max.

6. From the back of the front bumper to the beginning of the a-arm mount, the frame seams can be welded top and bottom with no bigger than a ½" bead of weld.

Frame Shaping/heat treating

6. No frame shaping is allowed.

7. If caught, no heat treating of the frame is allowed; you will be DQ'd.

8. No Fresh Paint or Undercoating on the frames at all.

9. If dimpling or notching the frame, you can only do so on back frame rails behind the rear wheels

Rear Suspension:

1. The suspension must be stock components and working—no coil spring to leaf conversions or vice versa.

2. Leaf springs must remain stock material. Springs must have 1" stagger with no leaf spring as long as the main leaf, with the main leaf being the top spring. Total of (7) leaf springs no thicker than 3/8" thick and 2 ¾" wide. You are allowed 4 leaf clamps on each set of springs, these may be homemade but cannot be more than 4" long by 2" wide by 1/4" thick. 2 1/2" bolts may be used to hold clamps together.

3. Leaf Spring Hangers can be made of 2" x 6" x 3/8" thick strap must be mounted with (1) ½" bolt per frame rail (No welding). You cannot pin this portion of the frame, only the bolt may pass through the frame, and these cannot extend past the topmost part of the frame rail.

4. You may use a 3/8" chain around your axle to the frame hump with one wrap (this may only go thru the sheet metal directly above the hump); links may not be welded or bolted to the frame.

5. No other means other than tires and springs and spring spacers (spacers can be no bigger in diameter than springs) may be used to raise the car's suspension. No, All Thread Shocks.
6. Rear-end control arms can be reinforced, and they must start from a stock set but can be reinforced. They must attach in stock configuration for the suspension setup you are using.
7. Watts's link conversion kits are allowed. The upper control arm bracket plate may be no larger than 6x6x3/8" and may not weld to the package tray in any way. Bolts may not pass through the body. Lower mounts may only be 3x3x1/4" and only weld to the side of the frame. There are no gussets or added material, and these cannot weld to the top or bottom of the frame in any way. All brackets must be in the position of a car without watts link would be (example: 98-02 ford must be mounted like a 97 ford). All other brackets must be removed.

Rear Ends:

1. May use any 5 or 8 lug rear end
2. No spring spacers any bigger in diameter than the springs
3. You may adjust the pinion angle. Welded, spool, or Posi-track allowed, Rear ends must not support frame or body in any way.
4. No overkill on bracing on rear ends.

#9-WIRE

1. You're allowed to use 4 places of #9-wire. All #9-wire must be behind the driver's seat of the car with a max of 2 wraps per spot of #9-wire.
2. ABSOLUTELY NO ADDED METAL TO MOUNT OR WRAP #9-WIRE
3. After the first heat, you will be allowed 4 more places of #9-wire anywhere on the car with a max of 3 wraps per spot/

Front Suspension/Steering:

1. Suspension must be stock components and working.

- 2. Tie Rods and Ball Joints – After Market tie rods and ball joints may be used.**
- 3. Upper and lower control arm, struts and strut mounting, and spindles must be factory and in factory position. Do not re-engineer the way the steering components mount to the frame. You may reinforce stock tie rods with a 1" x 1" x 1/8" angle. No other front suspension or steering may be reinforced.**
- 4. Ball joint sleeves-rings can be ½" bigger than the outside diameter of the ball joint itself and 2" tall and may only be welded to control arm. Example on last page or rules. Ball Joint cannot be welded to frame in any way.**
- 5. A-Arms: Upper A-arms only may be welded. A. you may only use up to two 3" x 4" x 3/16" thick strap per upper A-arm. This strap must weld to the a-arm & frame and cannot extend farther forward or backward than 1" past the widest part of the A-arm frame.**
 - b. If swapping upper control Arms, they must be a direct bolt-on with no manufactured mounts. A-arm must mount in factory way.**
- 6. Steering box – May be interchanged with stock components. A-arms must remain stock or stock replacement.**
- 7. Idler Arm & center link must remain stock or interchange for an idler arm off a car that is legal in the class you are running.**
- 8. Hubs – Must remain stock for the spindle you are using, no aftermarket spindles, hubs, or rotors. Brake calipers must remain stock for the stock spindles.**
- 9. Spindles – must be stock for a car that is legal in the class you are running, with no modifications. Spindles must be factory and in factory position and must be sedan OEM in origin.**
- 10. No all thread shock**

Tires

- 1. No split rims studded tires or foam filled. 16" rim max**
- 2. Any tire/wheel combination full centers, solids, beadlocks, etc**
- 3. Valve stem protectors allowed. Wheel weights must be removed.**

4. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.

5. You may not change tires after inspection without the official's consent.

6. Steering bump stops can be no bigger than 3/8" OD bolt or cold roll and no longer than 4". It can only be welded or bolted on one side

Bumpers:

The intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. Upon inspection, if it is determined that you have exceeded the intention of the rule, you will be given the opportunity to correct it in order to compete, if you are not willing to correct it, you will be disqualified. Officials have the final say.

1. Loaded bumpers may be used CAN NOT BE WELDED TO THE BODY

Aftermarket bumpers following allowed can't exceed homemade bumper specs.

2. Homemade bumpers are allowed. If building a point on the bumper, you must have a 7" point spread over at least 32" no sharp points (official's discretion) max size of bumper 8" x 8". CAN NOT BE WELDED TO THE BODY

3. Bumpers are interchangeable Stock O.E.M. bumpers off passenger cars may be used (do not need to be fresh)

4. Bumpers may be cut, so they do not smash into the tires during the event.

5. No chrome may be welded to the body if using compression style bumpers.

6. Chrome of bumpers may be welded to the inner beam of the compression bumper only.

7. Non-compressions factory bumpers for that year of car may be welded to the body. Non-compression bumpers may be welded to the outside body only. No filler metal. (Note: Hood must be able to open).

8. No more than one set of bumper brackets may be used. You can weld bumper brackets to the frame. Bracket may be shaped to fit the frame, but not cut apart, if you cut the bracket those pieces cannot be used elsewhere. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock towers. You can collapse shocks, and you can bolt the shocks to the towers with 1/2" bolt or less, and it must be done vertically.

9. Cups and or horns count as brackets.

10. No brackets or shock tubes can extend any further back than the front most part of the upper a-arm bracket. The rear brackets may only be 15" in length unless they are factory and in factory position.

a. Passenger car OEM shock tubes must be used.

b. Shock tubes must be on the outside of the frame unless in the frame from the factory.

c. Instead of using bumper brackets you can use (1) 4 1/2" wide x 3/8" thick strap per side extending from your bumper down one side of the frame and cannot extend any further back than the front most part of the a-arm mount. 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. Plate may be formed but it cannot double at any point. Do not abuse this rule you will cut it. You will not be able to use a shock tube if using the strap.

d. Strap Must be on the Exterior of frame left, right, top, bottom

e. Can only use factory mount or a-arm mount forward bracket not both.

f. Absolutely no welding anywhere on the frame other than the bumper brackets and an arm straps

g. NO ADDED METAL TO MOUNT BUMPER

11. Bumper height not to exceed 22" from 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 frame(goes for preran as well). Bumpers must be in stock location.

12. Bumper straps can be no longer than 30" and no larger than 3" x 3/16" thick. Max of 2 straps per bumper. Each bumper strap must be in one-piece, bumper strap may not be attached to any part of the frame. 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.

13. Bumpers may only be welded to the shock tubes, brackets and/or frame rails. Pending your mounting choice.

Engines:

- 1. Motor - Use motor of choice, motor must be in stock location of the car you are running, within reason approximately 5" from the front edge of the original motor mount on the frame.**
- 2. Lower Engine saddle type Cradles with a front plate up to the heads are allowed but must only attach to the engine cross member and not the frame. Engine cradle cannot go any farther back than the front factory motor mount holes on the block. Example on last page of rules. No DP Nothing but the lower and front plate even if it is unbolted it is not allowed in the car.**
- 3. If using factory engine type size mounts with rubber bushing, you may weld the pad completely. If you are hard mounting, you are allowed a maximum of 8" per side to hold the motor in. with either style cradle you may also bolt using up to quantity of (2) 5/8" bolts. If trying to mount an engine with an engine cross member and the motor mounts do not line up, you may use (2) 6" X 6" X 1/2" plates on the frame engine saddle to attach your engine mounts to. This may not be welded to the outer frame rails.
 - a. If using Stock motor mounts or your motor mounts are broken after a heat, Motor may be fastened with only one strap or chain per side to the top of the factory engine cradle, or you may use one length of 2" x 2" x 3/16" angle bolted to the front of the head area and may be welded within 4" of the A-arm and be welded to no more than 4" on frame/unibody.****
- 4. There is NO modifications to the frame or engine cross member to fit engines unless it is to cut out for an oil pan or steering clearance, but nothing can be welded back in.**
- 5. Distributor and cam sensor Protectors are not allowed. You may cut out the area behind the distributor.**
- 6. Mid Plates are not allowed**
- 7. You may use a bar between headers above air cleaner max size 3" x 3" material, for hood support and to protect air cleaner. May not be any wider than the headers and may not attach to the hood.**
- 8. Header protectors can only be the shape of the header and may not go any lower, in front, or behind the valve cover. See example on last page of rules.**

9. No protectors of any sort can come in contact with, engine cradle, transmission, bell housing, firewall, or window bars.

10. Lower Damper pulley protectors are allowed. Must be no more than ½" thick plate and not more than 1" away from the front of the pulley and may only cover the lower half of the pulley. It may not come in contact with the frame, core support, sway bar, etc. the only time it may touch anything is if you are FUBAR. If it is determined that it was used as a wedge you will be DQ'd.

11. Transmission braces will not be allowed except for what's pictured below. If using brace no steel tail or bell allowed. The brace may not come in contact with any part of frame or connect to lower cradle in any way. Tunnel will be cut 5" on and off if using. If mounted in manner other than protecting trans case will be cut or DQ'd

12. Skid plate/pan protectors may not be used, no aftermarket transmission pans, aftermarket bell housing and tail shafts are the only aftermarket parts to use on the transmission. If using a spacer between transmission bell housing and block the spacer can be no larger than the factory bell housing or nerat bell housing size. Example on last page of rules. NO BRACES AT ALL

13. No part of the transmission bell housing or the engine cradle can come in contact with each other.

14. Transmission Cross member- you must run the transmission cross member in the stock location for the car you're building(must be located behind transmission pan), if using a tube and not a factory cross member you can weld 2" angle iron no thicker than ¼" 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. If you replace the stock cross member it can be no larger than 2" x2" x1/4" material. The cross member must be one piece and straight from side to side and up and down and must be underneath the factory mount on the transmission. The transmission cross member is the only method the transmission may be tied in.

15. Frame extensions on Cadillac's must not come in contact with cross member, 8" angles, or transmission, during, or after the event.

16. If using the skeleton brace there must be a 2" gap between brace and crossmember.(free floating)

Body Mounts:

- 1. Body mounts may be removed but have to have a 1" space between frame and body.**
 - 2. Spacer size 1" x3" od can be made of anything you'd like but must be 1' tall/thick and no bigger than 3' in diameter NO WELDING**
 - 3. Body mount washers may not be any longer than 3"**
 - 4. Can replace body mount bolts with 3/4" bolts with 3" OD washer**
 - 5. Radiator support mounts can be removed, and you can suck the radiator support down solid. (see Radiator rules)**
 - 6. Absolutely no body mounts may be moved or added, do not shorten the front of your car and move back past the body mount hole as your car will not run.**
 - 7. If you have to build core support spacers you may weld it either to the body or the frame mount, but only one side can be welded. Core support spacers cannot exceed 6" in length and 2" in width.**
 - 8. The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. The all-thread may only be welded to the side of the frame in this location. Chrysler k member cannot be altered.**
 - 9. You may have up to 1" all-thread, it may go from the hood to the frame, only 4" of weld on all thread to frame.**
 - 10. Must go through the front body mounts, or down the side of the frame and welded to the frame only. This may be welded to the frame after it passes through the body mount but may not be nuted underneath the body mount if it is welded. One per frame rail.**
 - 11. MAX WASHER SIZE ON CORE SUPPORT BOLTS IS 3" OD other than on the top of the hood**
 - 12. Body must remain in factory location and body bolt must go through factory body mount hole.**
- 1. Body line creasing is allowed on fenders and rear quarter panels. All fenders, quarter panels, and rear sheet metal above bumper must remain in vertical position. No collapsing or wedging Dove tailing of rear quarter panels and trunks or trunk lid.**

2. No welding of created seams is allowed.
3. No welding of anybody sheet metal unless specified.
4. Quarter panels must be present.

Rust Repair:

Exterior body sheet metal, or engine compartment rust repair can be overlapped by 2" and must be the exact same thickness. Do not cut rust out! Floorboards will be allowed sheet metal repair to mount battery boxes gas tanks, etc. and can only overlap 2".

- a. Floorboard definition front seat and rear seat area directly behind the cross bar does not include doglegs or wheel wells or fire walls, etc. this is for mounting equipment only.
- b. May fix rust on trunk floor where body mounts are with same thickness sheet metal no larger than 6" x6" diameter
- c. Frame rust can be fixed by cutting the rusted section out and adding the same material (frame patch from another car) back in with a single pass weld, 1/2" wide max. Must call and send pictures before doing so!

Doors:

4. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
5. You may weld your doors shut with nothing larger than 3" x 3/16 strap or ½" round stock and must follow the door seam. Do not overlap strap or you will cut the strap off.
6. May fix rust on truck floor where body mounts are with same thickness sheet metal no larger than 6" x6" diameter
7. You may smash the inner and outer skin together of the window opening on doors only and weld them solid. You may use the same filler as in welding the door seams but no longer than the window opening per door.
8. Driver's door and driver's side of front windshield may have "netting" for driver's safety. NO other windows may have "netting." You may "double skin"

the driver's door for safety; however, it cannot exceed 2" O.D. past the footprint of the driver's door.

9. You can add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door and may only be 12" tall and must not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam either forward or backward.

10. You may cut wheel wells for tire clearance. Fenders may be bolted back together with (4)3/8" bolts or less with 1.25" diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed (2) 3/8" bolts with 1.25" washers to bolt back to the core support of fender.

11. Wagons must remove all rear decking and seat components. All other rules above must be followed.

12. All front clips-dog houses must mount in factory position with factory mounts. Must be family to family. (GM-GM FORD-FORD)

Radiators, radiator supports:

1. Only OEM style passenger car radiators may be used. Aluminum racing radiators of the same style may be used.

2. Radiator must be attached to the core support. Radiators may be mounted in such a way to hold the radiator in place, not strengthen the core support.

3. No radiator guards allowed, or foam may be used.

5. You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed). Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came from the factory.

6. You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded.

- 7. Radiator core support seam welding is NOT allowed. Only slight modifications due to bumper brackets for mounting core support back into the original position is allowed, Officials discretion.**
- 8. Radiator supports may not be welded to the frame, bumper brackets, bumpers or anything else.**
- 9. If using a condenser to protect the radiator, it may be tie wired OR BOLTED WITH MAX OF (4) 3/8 BOLTS to the core support only.**
- 10. Core support spacers may be 2" x2" material and a max length of 6". These can be welded to the core support or frame not both.**
- 11. No FOAM fill can be used.**
- 12. Radiator barrels allowed mounted on roof of car only. Minimum of 3/4" vent/vent hose. You are allowed (8) 5/8" bolts with minimum of 3 inch washers. Minimum 4 bolts used. Hoses must be secure and vent hose underneath car. If deemed a safety hazard driver will be DQ'd during heat.**

CAGES & DOOR BARS:

- 1. All cage material must be no larger than 6" O.D. (official's discretion on all parts of cage), unless specified for a specific rule smaller. It must also be a minimum of 4" off the floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and be a minimum of 4" off the transmission tunnel. All bars must be straight. Side cage Bars may not be any longer than 60" and must follow the gas tank 4" inch rule to any sheet metal in front, rear, and floor.**
- 2. You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace your dash. Side door bars may not go past the front dash or rear seat bar. You may run a bar connecting the dash bar and rear seat bar inside of the front doors only.**
 - a. For driver foot safety and to protect batteries, you may put a down bar on the driver's door and passenger door, must be vertical and can be welded to the**

frame or body but not both. May not be any more forward than the inside front edge of the door. Max size 3" x3". Must be on the outside frame rails.

3. You may run a total of 2 down bars per side from the rear seat cage bar to the floor or frame, not both; all down bars must be vertical. **ONLY THE 1 DOWN BAR OFF THE HALO ALL OTHER DOWN BARS WILL BE CUT**

a. Back of seat cage cross bar, including roll bar must be placed above the rear side of the foot well kick up directly behind front seat.

b. All down bars may not be in larger than 3" x3" going to frame and must be 4" away from any body mount.

Must be on the outside frame rails.

4. You must have a roll loop/Halo behind the seat, above the rear seat bar; this may extend to the floor as your rear seat down bar, not in addition to, following rule 4.

5. You may also weld a steering column to the cage.

6. Gas Tank Protector - You may 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 36" wide ID. The bracing must be 4" above and away from the rear window bar which cannot be removed, and using two bars running front to back of the car from the seat bar with a connecting bar behind the gas tank, the connecting bar must be 4" from the rear seat back sheet metal. You may have one 2" X 2" gusset from the seat bar to the gas tank side bars. Any other bars will be removed. All bars must face towards front of car

7. Gas Tank Protector on wagons may not go any further back than the beginning of rear frame humps. This will be measured from the inside tin where wheel tub begins.

Hood and Trunk:

1. Be prepared to remove your hood for inspection.

2. Trunk Lid and Hood must be 100% in stock location, hood must be able to open

4. Any cut outs in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 8 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 8 bolts. Hood may be secured with a total of (8) securements. The 2 all threads at the core support, and 6 more spots. Only the 2 at the core support can go to or through the frame. The rest have to be sheet metal to sheet metal and cannot exceed 8" in length. (2) 5" x5" washer maybe be used per 1" bolt. You may also use 2"x1/4" angle iron with a 5" max length. These may be welded to the hood and fender back to back using only (2) 1/2" bolts. You may mix and match securement points but you can't exceed 8.

5. You can fold hoods or trunk lids over. Trunk lids must be stock shape but may be folded in but keep it clean. Rear fenders see BODY #1. No collapsing or wedging of rear quarter panels and trunks or trunk lid. We will allow a 6" well or dish on the top of the quarter panel on the trunk for pre-creasing, the 6" rule also applies to dove tailing/canoeing, and you may cut out sheet metal also.

6. No welding of created seams is allowed.

7. May add (2) 1" all thread welded to the side of the frame and up to the trunk lid with 5" x5" washer. Must be vertical with only 4" welded. Must be no farther forward than base of humps.

8. Trunk seems may be welded solid with no larger than 3" x3/16" strap or bolt the lid down with no larger than 3/8" x2" bolts with 1.25" od washer.

Windshield Bars and Firewall:

1. Window Bars - For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, material can be no bigger than 3". No more than 6" of material allowed on the roof and no more than 6" of material allowed on the firewall. May not be connected to the dash bar, only sheet metal. Do not go over 6" on roof or firewall or you will cut. Must be min of 16" off the pillars.

a. You may connect the bars with no more than quantity (2) flat straps horizontally.

2. One rear windows bar placed off the center of the roof. Bar may not be longer than 30" long by 2" x 2" O.D. Bar may only be attached by welding

directly to the sheet metal or with a mounting plate no bigger than 4" x 4" x 3/16" angle or plate on the roof, cowl, speaker deck or trunk. If using rear window bar in a Station Wagon tailgate windows are treated as a rear window, while the tailgate itself is considered a trunk, but must be mounted at the top of the tailgate, and the tailgate must be in original closed position. If your window opening is larger than 30" than you must mount the bar with the mounting plate being within 1" of the window opening.

a. Window bars may not be attached to the halo bar or any cage components

Fuel Tank, Oil Coolers, & Transmission Coolers:

- 1. Original gas tanks must be removed.**
- 2. Only metal Marine type tank, metal fuel tank or derby type metal fuel tank is required.**
- 3. Place fuel cell behind driver's seat or in the center of the car where the back seat used to be. Must securely mounted behind the driver's seat with bolts, metal straps, or chain. No seat belts or pull tie straps may be used. No other source of gas inside the car at all.**
- 4. Fuel lines must run inside the car, not under the car along the frame. Fuel line must be inside a protective line within the engine compartment.**
- 5. Transmission and fuel coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.**
- 6. If you are not using a gas tank protector, the fuel cell and tranny cooler protector must be 4" away from the rear sheet metal.**

*****IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO INSPECTORS ATTENTION AT TECH*****

BATTERIES:

- 1. Batteries must be moved to passenger front floorboard. They must be properly secured and covered, unless you are using a gel cell battery. Up to (2) 12-volt Batteries may be used.**

- 3. Battery box must be made from metal! It must be bolted to the floor. Bolts may not go thru or around the frame. Seat belts or pull type tie downs may not be used. Rusted out holes in your floor sheet metal may be patched where components will be mounted or for driver's safety with sheet metal only. You may not patch clean and solid floors.**
- 4. All body mounts must be visible.**

03 and Newer Fords:

- 1. All steering components must be completely stock, stock racks, can have aftermarket tierods**
- 2. Aluminum cross member must be used.**
- 3. Engines must be put in using brackets that can't be welded to the frame in any way. Use a maximum 6" x6" x12" x1/4" angle iron and bolt them to the top two a-arm bolts. You may weld steel off those to create a surface for your motor mounts to weld to. These cannot connect together at all, they must be separate.**
- 4. You may change upper arms and spindles to a different stock set that is off a car allowed to run in this class.**
- 5. Watts's link. Follow above watts link rules.**

REPAIR RULE:

- 1. You may use (6) 5" x 5" x 3/16" plates. These plates must be on the outside of the frame. No plates can be used in the manner of a "kicker". These plates may be cut and shaped to your liking, but you must leave them in one piece. Anything you cut off a plate can't be used elsewhere. Plates can't be used inside frame. Must be an inch gap in-between plate welds. If plates are thicker or bigger than what is allowed you will be disqualified. PLATES ARE FOR PRE RAN CARS ONLY.**
- 2. If your frame is ripped you must provide proof of rip before welding back together. You may not add material and may only have a 1/2" wide bead of weld.**
- 3. If sheet metal on the body is ripped, you may patch it with sheet metal only. This may overlap existing sheet metal by a maximum of 2", and can only be welded on with a 1/2" bead of weld. Any Questoins call Travis 701-929-011**

Herby Derby Compact Cars And Small Pickups

READ THE BOTTOM BEFORE BUILDING – These rules tell you how to build your car. Just because it is not in the rules – doesn't mean that you can do it. If you have any questions, please call first. Travis 701-929-0112

Car Preparation:

- 1. Wheelbase of 112" and less for front-wheel drive (FWD) and 108" rear-wheel drive (RWD) cars. Small pickups 1970-1995. All cars must be 1970 & newer. No SUV's, vans. Dodge Rampage, Subaru Brat, Subaru Baja, and Chrysler PT Cruisers will be allowed. Call with questions on odd-ball vehicles, before you build them.**
- 2. No sub-frame connectors allowed**
- 3. All factory gas tanks, carpet, cloth, plastic, glass, headlights, tailgates, hitches, grilles, mirrors, chrome & other trim must be stripped from inside and outside of the car. If windows are broke must remove weatherstrip/glue**
- 5. Interior, trunk, and under the hood must be clean of all broken glass, loose screws, beer cans, fireball, etc.**
- 6. Foam pads may be added around driver**
- 7. Must have working seatbelt**
- 8. Driver must have a helmet, long-sleeve shirt, pants, and shoes at a minimum. (Fire suits are recommended)**

Bumpers:

- 1. Any factory front car bumper is allowed for the front bumper or you may use a Homemade bumper but must not exceed the specified dimensions:
 - 1. Main bumper can be no larger than 6" tall by 4" wide by 1 1/4" thick.**
 - 2. All bumpers may be stuffed**
 - 3. You are allowed a max of a 4" point that is centered and spread over at least 32" of the bumper****

4. The center of the point to the back of the bumper can be no greater than 8" overall.

5. Bumpers cannot be recessed between the frame rails

2. Bumpers must be welded to ends of the frame rails. (nowhere else) You are allowed a 4" x 4" by 1/4" thick piece of flat plate to cap the front opening of frame rail.

3. Any factory rear car bumper is allowed for the rear bumper or you may use a 3x3 open ended square tube. Cannot be stuffed or any point added

4. Bottoms of the bumpers or bottom of the frame rails (whichever is lower) cannot be lower than 14" to the ground or higher than 22" from the ground.

5. You are allowed one 16x4 by 1/4 inch bumper bracket for each side of the car (for a total of 2/one per frame rail). These must be on the outside of the frame rail. These must touch the back of the bumper and frame rail only. They MAY NOT be contoured around the frame.

6. No rear bumper brackets of any kind.

Frames:

1. All frames must remain stock. No welding, adding metal, stuffing, or reinforcing other than what is noted. If no factory hole is available, we will be drilling a hole to look inside with bore scope camera.

2. No welding of inner fender wells, strut towers, spring pockets, etc

3. Frames must match the vehicle that you are running

4. No cutting, tipping, or pre-bending of the front frames. Rear frames may but cut, to help them roll in.

5. Front frames may be shortened up to the front body mount. No other shortening of the frame rails is allowed

6. No frame shaping.

7. No Seam welding

Suspension:

- 1. Factory suspension only! Control arms, a-arms, etc. Stock appearing struts allowed**
- 2. You may use up to 2x4 by 1/8 inch strap to gain ride height. ONE PER side (only two total on the car). Strap is not allowed If using stock appearing strut, must pick one**
- 3. All cars are allowed one 3/8" chain per side of rear axle around the package tray. These chains may not be solid (suspension must move freely).**
- 4. Coil sprung RWD cars are only allowed 1 set of coil springs in the rear, that can only be attached to the rear-end with #9 wire (not the package tray/frame).**
- 5. Leafed RWD cars are allowed 1 aftermarket leaf clamp in front of the axle and 1 behind the axle. Aftermarket clamps can be made out of up 3/8" thick flat plate that is 2" wide and have two 1/2" bolts per clamp**
- 6. RWD car rear-ends must be a factory style rear-end with no added bracing. (No axle savers, no back/top/bottom bracing, etc.) Must be a factory 4 or 5 lug rearend. No aftermarket axles. Homemade perches may be used (they will be cut off if they are excessive). Coil spring perch tubes may be no longer than 4".**
- 7. (Tie-rods, ball joints, etc.) must be stock, or stock replacement. You may weld the center of the tie rods with no added metal to close the gap. No other reinforcement.**

Motor:

- 1. All cars must have a 3, 4, 5, or 6 cylinder motor (yes, they make 3 & 5 cylinder cars!)**
- 2. No built race motors! EFI motors may be carbureted and have distributors.**
- 3. May weld up to a 1"x4"x1/8" plate per motor mount (fresh and/or preran)**
- 4. No engine cradles, front plates, pulley protectors, carb. protectors, distributor protectors, and no skid-plates**
- 5. Can run headers**

6. FWD cars can weld the top motor mounts to the radiator support. You can replace top wishbone mounts with solid metal pieces only. Nothing larger than a 2x2 square piece of tube.

7. RWD cars can weld in lower motor mounts (must have a rubber/nylon bushing). RWD cars can only add enough metal to mount the motor. These mounts cannot touch the frame rails, only the engine crossmember. (Anything excessive will be cut out!)

8. A 3/8" thick transmission to engine convertor plate is allowed (bop to chevy, etc). Convertor plates cannot stick out from the sides of the motor or tranny.

9. No Midplates Allowed

Transmission:

1. No built race transmissions!

2. Transmission must remain stock. No welding, adding metal, or reinforcing. No skid-plates, pan protectors, or braces of any kind.

3. Aftermarket steel bellhousing are not allowed. Replacement aluminum bellhousings are allowed.

4. RWD cars must use a factory transmission crossmember that is bolted into the car. Transmissions may be chained to the crossmember. No homemade crossmembers.

5. FWD cars may have aftermarket CV axles or knuckles. CV axles may be cupped to prevent them from pulling out.

6. RWD cars are allowed to have constant velocity or slider drive shafts

Tires:

1. Front - Rims may be between 13" to 16" only. Must be air filled. No solids.

2. Any size wheel/tires for the rear of front wheel drive cars

3. Skins and doubled tires are allowed. No Foam filled tires.

4. Stock Rims only. A 7" weld in center may be allowed. Valve stem protector allowed. Lip protectors allowed.

5. No bead Locks or tire protectors. No gluing of the tires to the rims. No bolting or screwing of the tires to the rim.

Body:

1. A maximum of six (6) attachment points, not including hinges and latches. Doors, trunk lids, and tailgate may be secured using chains, cable, or 5" x 5", by 1/4" thick plates. Attachment points cannot be attached to the frame, but chains/cable may go around the frame

2. The driver door may be welded solid and may be skinned with up to a 1/4" plate. The skin may not go more than 2" past the door seams. The rear driver's side door may have four additional attachment points if the driver's door is welded solid. No grater blades, cutting edges, I-beam, or C-Channel on the sides of the cars.

3. Hood may be secured with six (6) attachment points: (hinges don't count)

1. 1" ready rod may be used for these points.

2. Ready rod must be straight up and down, (no bending, no exceptions!) and be no longer than 12", except for the front one on each side at radiator core support. The front two pieces of ready rod can be welded to 4" of the side of the frame. Must remain vertical and attach to main frame only. No bending/ attaching to subframe. Only 2 of the 6 pieces of ready rod may be attached to the strut towers. May add 4"x4"x 1/8" to top of inner fender for easier welding. Ready rod must not extend more than 4 inches into fender

4. Body mounts must remain stock, except for the 2 front body mounts may be sucked tight or removed/replaced with up to a 4" long piece of 2" square tube. Rubber or Nylon replacement body mounts will be allowed.

5. Hood plates cannot be larger than 5" x 5" by 3/8" thick.

6. Chain, cable, or #9 wire may also be used instead of ready rod or angle iron

7. Hoods must have at least a 1' x 1' opening for extinguishing fires

8. Hoods must be in the stock location

9. The excess of the hood may be folded over the front of the car but cannot be attached to anything.

10. Front window bars are allowed.

1. Must be vertical with a maximum of two (2) bars not exceeding a 2" square tube or flat stack.

2. Front window bars can only be connected to 3 inches of the roof and may connect to 3" of the firewall

3. Window bar may be bolted or welded into place, but not connected to or hold hood or trunk in any way.

11. Body shaping is allowed on the exterior only. Trunk lids may be wedged, "V'd", tucked, rolled, etc., but cannot touch or attach to the floor or frame.

12. Trunk lids must be at least 2" away from the floor

Cage:

1. Must have a 4-point suspended cage that is constructed out of up to 6" x 6" by 1/4" thick tube. End plates may be no larger than 6" x 6" by 1/4" thick metal.

2. Door bars may not extend more than 6" past the front door seam. Door bars may not exceed 62" long. Door and dash bars must be at least 8" away from the firewall and cannot be gusseted to the sheet metal.

3. You are allowed a center bar between you dash bar and seat bar.

4. The cage must be at least 6" off of the floor.

5. Gas tank protectors must be centered off of the rear seat bar and be no farther than 4" away from the gas tank. May not be more than 24" wide. Gas tank protectors must be at least 4" away from any sheet metal without shaping sheet metal. Gas tank protector may attach to halo bar, NOT REAR WINDOW BAR. May add diagonal bars from seat bar (not door bars) to gas tank protector.

6. Halo bars must be attached to the rear seat bar OR attached to the door bar anywhere behind the seat bar. Halo bars can be welded or bolted to the floor with 3/8" bolts. The halo bar cannot be angled forward or backwards. The halo bar can be attached to the roof with up to three (3) 1/2" bolts. If not possible must be as close as possible to b pillar.

7. You may have kickers off the rear seat bar to the B-Pillar Floors.
8. You are allowed 1 down bar that is 2" x 4" by 1/4" thick per side of the car.

Miscellaneous:

1. Gas tanks must be made out of metal (No Plastic Boat Tanks!) and be secured with bolts to the floor or cage. (NO ratchet straps, bungee cords, chain, wire, etc.!))

2. Radiators must remain in the stock location in the radiator support. Roof barrels are allowed (no radi-barrels).

1. Up to two ratchet straps to hold in radiator are allowed

2. Radiator overflow hoses must vent down, preferably under the car

3. Spray foam may be used to secure radiator and computer boxes but may not be used anywhere else.

4. Roof mounted barrels must vent under car with 3/4" vent minimum. If using a roof mounted barrel, it must be securely mounted with no more than eight (8) - 3/4 inch bolts with MINIMUM 3" washers, the car must have a brace from the floor or door bar to the roof near driver. Barrels must be well-built and made of metal only.

3. Transmission coolers allowed.

4. Batteries must be removed and place within the drivers compartment of the car. Battery boxes must be constructed of metal and either be welded to the cage or bolted to the floor. Battery boxes must be secured and covered

5. No nine (#9) wire on the car other than where mentioned

6. Pre-Ran Only - Sedagon's are allowed and may use their 6 trunk/tailgate attachment points to resecure the roof only to the C-pillar or outside side of the fenders.

7. Sheetmetal (not frames) rust may be repaired with up to 1/8" flat metal. This can only go 4" past the rust and can only be stitch welded 4" on, 4" off to the existing sheetmetal only.

8. No painting of frame rails

Pre-Rans:

1. Significant frame tears, bend, or creases may have a single pass 3/8" wide weld over the tear or bend, with no added metal. (Must have pictures before you weld it).

2. Pre-rans will be allowed one total repair plate per frame rail that are 6" x 6" by 1/8" thick. Plates cannot touch each other, bumper brackets, or anything that is not the frame. May not be used to connect frame to subframe. Plate may be contoured however you'd like. You are only allowed ONE plate per car, not multiple plates made out of the 6x6.

TRUCKS RULES

- Remove all glass, chrome, plastic, moldings, headliner, flammable material, A/C coolant, antifreeze, trailer hitches and interior decorating.
- Stock gas tank must be removed. A small metal tank must be mounted in the rear seat area. The tank must be very secure and covered. Use proper rated fuel lines.
- Plastic tanks must be in a metal box, no exceptions!! Electric fuel pumps are allowed but switch must be clearly marked on/off.
- Floor shifters are allowed. Ignition and wiring modifications (hotwire) are allowed.
- Hood must have 12" x 12" minimum hole to easily extinguish fires. Extra hole(s) in hood are not required if header holes are least 12" x 12".

1/2 – 3/4-ton American made pickup, ext, crew cabs, suburban's are allowed, . Frames must remain stock and not shortened or altered in any way. shortening front or rear frame horns is not allowed. ANY QUESTIONS: CALL BEFORE CUTTING! No welding other than specified!!!! NO adding extra braces in frame or engine cradles

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, U will be allowed two 1". Max. rods welded to frame used for hood pin at core support, rods may be welded to core support 5" per rod (5" long filler material can be used to reach core support if not resting tight against), u 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'. max length. U 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" 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" of total weld outside only (1/4 In. strap no wider than 2") each chain or wire location will count as 4" of weld. Drivers door may be welded solid and reinforced for safety (highly recommended) and can have a driver's window net. Tailgate must be ran in upright position, no removing, may be chained in two locations per side OR welded using 2x2 angle iron inside, or flat strap outside 24" total on the sides plus an additional 12" of weld or 4 chains on bottom of tail-gate to box (not bumper). 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 bumper 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' long max, 5" diameter or less, 3/8 thick square or round tube behind factory truck bumper welded to frame, 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 1/4 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" to the top of bumper- min. 22" top in the rear. No open frame rails.

TIRES- Any ply tire allowed, stuffed, skid, ag ok, split rims allowed but ring must be fully welded. Uni-lug wheel centers 9" max. diameter may be used, no bead locks or full centers. 1 inch wide "lip" protectors will be allowed on rims.

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 leafs, u 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/TRANS- May crossbreed engines and transmissions, No adding engine cradles or extra braces in frames.

▪ For older c channel frame trucks with no engine crossmember this is your allowance: you will be allowed to build an engine crossmember out of 2x6 ¼ inch thick tube max, you will be allowed to have a piece of the 2x6 tube 6 inches long welded or bolted in the c channel part of the frame, from there you can weld the 2x6 tube straight across off those pieces. This crossmember must be directly above the front axle of the truck, absolutely no gussets or extra bracing from crossmember to frame. Must only contact engine/cradle at mounting bolts ONLY. Outside of motor mount bolts. Crossmember cannot be used as a brace or support for lower engine cradle or any other part of drivetrain or suspension, in addition to the cross member you will be allowed to box frame from front frame horns to this cross member. Max thickness on plate will be 3/16, no internal reinforcement behind plate. Must have inspection hole in frame capping. 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 crossmember. Block saver lower engine cradles allowed without pulley protector. Dist. protectors, trans. Protectors, steel ultra-bells, steel tail shafts will not be allowed. Aluminum ultra bells will 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, cab 6, and core support 2, (suburban's, SUVs, may only use 10 total throughout cabin compartment and 2 at core support) 1" diameter max size bolts with plate size no larger than ¼" thick x 8" square) bolts may be bolted through top of frame like factory or may weld to outside of frame, do not pin frame. In addition, you may leave original body mounts in factory location but must remain 100% stock rubbers included, if removed and bolted solid you loose option to use extra factory location. BOX Roll over bar (strongly recommended) mounted in front of box, (must remain 5" 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" bolt size 5x5 plates AND may weld 12" of strap per side (24 total) to weld cab and box together. U 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" washers max. threads must point inward. Outside fender creasing is allowed.

CAGE MANDATORY= Must run a bar behind seat (no further back than 10" behind seat) and across dash may use 6x6 plates on ends, may connect dash-bar to seat bar. Dash bar must be a minimum of 4" away from firewall and transmission bell. For down bars you are allowed the following; two down bars off of driver side door bar to floor OR may kick inward and attach to side of frame passing thru floor. For passenger side you are allowed one down bar from passenger side door bar to the cab floor only to protect the battery. These are the only down bars you are allowed. U 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" diameter max. on cage material, only attached to cab, floor, or body mountplate not directly to frame. Suburban's, 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 BUNGE 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 bent, may plate 1" past bend both directions 1/4 in thick one side of frame only. if long area over 6" is bent please call ahead for authorization, there will be a max of ten plates on a truck. MISC. 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. Any questions call Travis 701-929-0112