

2024 Benton County Fair Derby Payouts

<u>Chain Compact</u>	<u>80's Full Size Chain</u>	<u>Limited Weld Cars</u>
(Tuesday & Thursday)	(Tuesday & Thursday)	(Tuesday & Thursday)
1st Place - \$1200	1st Place - \$1400	1st Place - \$1700
2nd Place - \$800	2nd Place - \$800	2nd Place - \$1000
3rd Place - \$400	3rd Place - \$500	3rd Place - \$500
4th Place - \$200	4th Place - \$200	4th Place - \$200

<u>Mini Vans</u>	<u>Limited Weld</u>
(Tuesday & Thursday)	(Mid-Size/Compacts Tuesday & Trucks Thursday)
1st Place - \$1200	1st Place - \$1200
2nd Place - \$800	2nd Place - \$800
3rd Place - \$400	3rd Place - \$400
4th Place - \$200	4th Place - \$200

Each night (1) driver will receive the *NEW* "Gave It Their All" award.

All classes will run both nights, with the exception of Limited Weld. Limited Weld Mid-Size/Compacts will run Tuesday night and Limited Weld Trucks will run Thursday.

For any rule questions; call or text Andy Hanson 320-266-3543

2024 Benton County Fair

Demolition Derby General Rules

1. All drivers **MUST** be 18 years of age or older.
2. Pit people **MUST** be 16 years of age or older. No one is allowed in the pit area under 16.
3. Every person entering the pit area, must sign a liability waiver upon entering. Waiver relieves Benton County Agricultural Society (BCAS) of any responsibility in the contest.
4. **No arguing or fights with any staff member. BCAS has the right to eject and ban anyone at any time during the event.**
5. Driver pit pass is included in vehicle registration.
6. No limit on pit crew members - each pit pass is \$20.00
7. Spectators are not allowed to enter through the pit gate due to insurance liability requirements.
8. Everyone with a pit pass is expected to follow demolition derby general rules.
9. One tow vehicle per demo vehicle allowed. All tools and equipment **MUST** be on the tow vehicle or walked in. Tilt beds are allowed in the pit area, but count as a tow vehicle.
10. Trailers may be asked to be parked at an off-site lot due to limited pit parking space.
11. Vehicles and equipment on the grounds at Noon the following day, will be subject to a \$300 fee.
12. BCAS is not responsible for any vehicles or equipment at any time.
13. **NO consumption of alcoholic or drugs beverages by anyone with a pit pass before or during the event is allowed.** Anyone caught consuming alcohol or drugs on the fairgrounds with a pit pass will automatically forfeit their pass, with no refund or re-entry.
14. Any car that is disqualified during pre-event inspection will be given the chance to fix the problem, if time allows. If the issue is deemed unfixable by the officials, or the driver decides to not fix; driver, car and pit people may be asked to leave the pit area and not be allowed to re-enter with no refunds given.
15. All vehicles must have safety belts and **MUST** be fastened at ALL times while running.
16. All drivers **MUST** have a safety helmet. **Helmets MUST be worn at all times during the event.**
17. **STAY IN THE CAR AT ALL TIMES DURING AN ACTIVE DERBY!**
18. Intentional hitting on the driver's door will result in disqualification.
19. Drivers will have 2 minutes to get their vehicle going after it has stalled out.
20. There is a \$50 protest fee per item, up to 10 minutes after the last race of the evening. If you protest, your vehicle is also subject for inspection.
21. If you have brakes and/or steering, you **MUST** notify the wrecker before you are pulled out of the arena.
22. No spinning tires when leaving the inspection area.
23. Final decisions in all matters are left to the discretion of the officials and/or BCAS fairboard.

For any rule questions; call or text Andy Hanson 320-266-3543

General Preparation (Applies to ALL classes)

JUST BECAUSE IT DOESN'T SAY YOU CAN'T DO IT, DOES NOT MEAN THAT YOU CAN!

Don't do things as you please and expect us to overlook it or compromise these rules. NO EXCEPTIONS!!

1. Each vehicle must have a number fin on the roof of the vehicle. Fins must be minimum of 18" by 18" with a visible number (i.e. black sign with white lettering)
2. All flammable materials inside the vehicle must be removed except necessary safety padding and seat.
3. All glass, plastic and pot metal must be removed. Nothing may remain in the bottom of doors or trunks. All outside hardware must be removed (mirrors, chrome, molding, screws, fiberglass, station wagon decking, hubcaps, wheelweights, etc.)
4. Front seats must be securely mounted to the floor; however, if you are using bolts to secure the seat they may not go through the frame. Must have some form of operable seat belt - either OEM or racing style.
5. Large holes in the firewall (from the removal of heat/air conditioning components, etc.) must be reasonably patched for fire protection. You may cut an opening in the firewall for distributor clearance. Overall safety will be determined by officials at the time of inspection.
6. You must have at least one 12" x 12" minimum diameter hole in the hood for fire suspension, to be located a minimum of 6" behind the radiator fan.
7. Suspension must be standard factory equipment. NO ALTERING ALLOWED (no leafs on coil cars and vise versa) Air shocks allowed, if factory.
8. Floor shifter allowed. Holes in the floor are allowed to accommodate the transmission shifter, fuel lines, transmission lines and wiring. Patching holes is for safety - not reinforcement. If patching rust holes, you may only use sheet metal and it must not exceed 2" beyond where the rust stops.
9. All vehicles must display the ability to stop. Loss of braking ability may be subject to disqualification.
10. Each vehicle is restricted to approximately 6 gallons of gas per heat. Stock gas tanks MUST be removed prior to entering grounds. Gas tank is to be made of steel and secured by metal straps, bolted to the floor, protected on all sides and located behind the driver. Any gas lines other than standard equipment must be located inside the middle of the vehicle. Outlet to the fuel pump must be through a tight connection to the tank. Gas lines that run through the firewall must be made of steel or high-pressure hose. Any vehicle leaking fuel will be flagged out. Electric fuel pumps are allowed in all classes. Toggle switch must be clearly marked and accessible.
11. Only one 12 volt battery is allowed. Battery must be located in the front seat area, be covered to protect the driver, mounted in box and bolted to the floor. No ratchet straps allowed.

For any rule questions; call or text Andy Hanson 320-266-3543

General Preparation (Applies to ALL classes) (CONT.)

12. Bracing behind the driver's seat to the door post on the passenger side is permitted for driver's protection. If the dash is removed, pipe or tubing is allowed to be welded where the dash was removed.
13. Safety cages required in all vehicles. They may be welded or bolted to the frame between door seams.
14. All vehicles must have a rod, flat metal or chain (welded or bolted) vertically where the windshield was removed.
15. Hardtop vehicles (without a door post) may be welded or bolt a safety strap on each side, no greater than ¼" thick by 4" wide with no more than 5" contact on doors. This does not apply if you have installed a roll loop. Roll loops are allowed.
16. Washers for any use cannot be larger than 4"x4"x1/4" where bolts are used.
17. Transmission coolers (no roof mounts) allowed in all classes.
18. No pinning, stuffing of frames or filling holes.
19. Distributor protectors, trans protectors or mid plates CAN NOT be used.
20. No full engine cradles. Just block protectors, block cradle, no pulley protector.
21. Engine cradles allowed but cannot be attached to the frame. Only motor mounts can be attached to the frame. Engine mounts may be welded solid or chained. No strapping to frame rails.
22. No radiator protectors. No homemade radiators allowed.
23. No tire rule unless stated, rims may be solid but no metal larger than rim.
24. No. #9 wire from roof to frame, transmission to dash bar, car to floor, or cage to roof; unless stated in specific class rules.
25. No rear hump plates
26. No mesh or metal to protect the radiator.
27. No plating on fresh vehicles.
28. Dash bar must have 3" between anything, before, during and after.
29. May reinforce bumpers, OEM no bumper bigger than 8x8 with 4" point spread at 32" total. Must have OEM skin all the way around only. Minimal reinforcement inside only. OEM Bumper Only! No exposed tubing.
30. Bumper shocks 12" max (will be measured from bumper)
31. No threaded rod through roof on station wagons.
32. No wires or chain between frame rail to frame rail; unless stated in specific class rules.
33. No steel trans bellhousing

For any rule questions; call or text Andy Hanson 320-266-3543

Chain Stock Compacts

1. Any 4 or 6 cylinder car. No V8 cars. Vehicle may be front or rear wheel drive. No 4x4 or all-wheel drive. Must have only front or rear drive wheels 107" max **RWD** cars and 113" max on **FWD** cars.
2. Must remove and relocate battery and gas tanks from the original location, to interior or car. No plastic fuel tanks. Tanks may be mounted on the floor in the rear seat area, or on a rack built on the backside of the seat bar. Rack **MUST NOT** be more than 30" wide, may **NOT** go any closer than 4" from the rear sheet metal. All fuel lines must be safely installed, properly marked for officials to see for shut off. Battery must be securely mounted in a box or cage, passenger floor, or mounted off cage materials and must be deemed safe and covered for competition.
3. Transmission coolers allowed if desired, must have proper lines and accessories, steel, braided type of hydraulic lines.
4. No overly large holes in the firewall area, for fire and safety purposes. Major holes should be covered with tin or rubber.
5. Stock type radiator, located in stock position, water only preferred.
6. Upright engine headers allowed through hood.
7. The driver's door only may be welded, may also have reinforcement on it, if desired. Must not go more than 6" past seams forward and backward. All doors must be chained or wired shut - Max 2 spots per seam.
8. Hoods may be fastened down in a total of 6 spots. Front mount may be replaced with a max of 3/4" threaded rod, may go down through the frame, may replace factory bolt, but mount must remain in space as it came. If the mount needs changed it must be of factory type material, or hockey puck type replacement mount. This rod may be used through the top side of the hood, max 5"x5" plate on top. Other 4 spots must be sheet metal, wire or chain only.
9. Trunks may be fastened in 6 spots total. **NO** threaded rod in trunks, only sheet metal to sheet metal, wire or chain. One 90 degree tuck only.
10. **NO** body shaping, body lines, dishing, folding, or rear window bar allowed.
11. Cage may be 4 point, dashboard, seat bar and a sidebar down each side. Max material size is 4" x 6" side bars may **NOT** be overly long to secure another purpose, besides protecting the driver's area. **DO NOT ABUSE THIS.** 60-62" long is a common dimension to stay within or under. **NO** kickers running in any direction to or from it! **ONE** down bar, if desired in the center of the door area, to protect the driver and battery, cage to floor only, must be vertical.
12. Bumpers may be any stock automotive bumper, may be seam welded, may have internal bracing added. **NO** manufactured, pointy or replica or non-skinned type, may use 4"x6" tube 3/8" thick, max if desired, ends to be capped, must be hollow. **NO POINTS, FLATS ONLY!** Holes should be drilled in end caps if capped to verify the bumper is hollow. All allowed (1) 4" x 6" x 1/4" thick piece of steel allowed, each side to help attach bumper or use as a bracket, must attach to bumper, may **NOT BE** formed, must stay **FLAT**, one side or the frame only! **FRONT ONLY!**

For any rule questions; call or text Andy Hanson 320-266-3543

Chain Stock Compacts (CONT.)

13. NO frame seam welding. NO seam welding of fenders, inner fender, interior door seams, tops of doors, etc. Welding in this class consists of a cage, front and rear bumper, driver door. DO NOT ABUSE THIS!
14. Aftermarket gas pedal, brake pedal and shifter are allowed, but may not serve as strengthening to any other areas in the process.
15. Suspension and steering along with components must stay factory and stock.
16. Rim and tires may be of any combo stock, doubled, solid and fully centered. Small centers and lip guards are ok. Nothing sharp or pointed welded on or added.
17. Repair plates on used cars, must bend and must be pre ran, NOT just "banged up" doors. 2 plates per side 4" x 4" x ¼" thick, must be 1" apart minimum if used in some areas.
18. These rules are designed to create an even playing field and for a quick and easy stock build. They WILL BE held up. Officials have final decisions on ALL matters that arise.

80's Full Size Chain

(80's and newer - 110" ¼" wheelbase & greater)

1. Any mass produced 2-wheel drive cars General Motors 77 or newer, Ford 78 or newer, Chrysler 80 or newer, wagons allowed. Must be of a metric body. No Ford extruded framed cars allowed.
2. May dimple or cut frames. May cut holes for chain in door, hood or trunk. May tuck trunk with one 90 degree bend, no dishing or truck area, or bodyline pounded on car fenders or rear quarter area.
3. Door allowed to have two chains, two loop of #9 wire of 3 or (3" x 3") vertical seam welded per door. Driver's door may be welded rather than chained and must have braces on the inside or outside for driver's safety. Bracing behind the driver's seat is allowed, may have full cage, but only one down bar per side between interior door seams. **Any bar further forward or backwards will be totally removed - NO EXCEPTIONS.**
4. Trunk and hood must be chained (NO WELDING) (NO THREADED ROD OR BOLTS ANYWHERE) 6 chains each. 18" frame repair is allowed. **Pre-ran only.** Must be visible damage not just dents in doors! One side of frame only - same thickness as frame.
5. Push button and toggle switch are allowed.
6. Welding of rear-end gear is allowed. Suspension and rear ends must be factory stock. May have pinion brake, double coil springs allowed, but no welding. All parts must be stock factory issue, no welding brackets, bracing or guards of any type. Stock trailing arms, no adding or reinforcing. May chain rear end from top of frame to axle tubes, vertical only, no horizontal or crossing of chain, no side to side chaining. May change motors but with no set back. Motor mounts are to remain stock.
7. No strapping of motors, but can be chained, block cradle only. No pulley protector.
8. Exhaust can be through the hood.
9. Floor shifters allowed.

For any rule questions; call or text Andy Hanson 320-266-3543

80's Full Size Chain (cont.)

10. All glass, plastic, rubber, fiberglass, trim, white metal must be removed as stated in general rules.
11. No tire rule, but 5 lugs only from the factory.
12. Can run without bumpers.
13. This is a Chain Stock Class. Vehicles are to be STOCK other rules listed above or you will run with the Limited Weld Class/
14. Dash bar and behind seat bar or full cages allowed. May allow gas tank protection 30" wide. May not touch frame rails or wheel tubs or floor. Must be at least 3" **(MANDATORY DISTANCE)** away from tin on the rear back seat panel. Side bars 60" max length. 6" wide material max.
15. May notch frame rails, may not pre-bend back of cars. Rear frames must remain unaltered. Only exception is an actual pre-ran car.
16. May weld bumper and shocks, shocks for Chevy to Chevy, Ford to Ford, Chrysler to Chrysler, may be no longer than 12", but no added metal, must be factory parts, no flat stock brackets.
17. May have solid suspension, front only. (2) 2" x 4" x ¼" straps - must weld to upper A-Frame.
18. Stock rubber body mounts, stock location no aftermarket metal mounts, must be rubber. May not change mount, must not change frame, body to frame combo must match the same as it came from the factory.
19. May have two #9 four loop roof to frame.
20. Front bumper 21" to ground. Back bumper 12" from ground, minimum.
21. No alternating frame, no tipping front by cutting or cold bending.
22. NO back window bar allowed!
23. No bolting together fenders or quarter panels above wheels or on the body of the car.
24. All suspension parts must be factory issued right down to the bearings, nuts and retainers, tie rods, tie rod ends, upper and lower ball joints and such.

Limited Weld Cars

1. Any mass produced 2-wheel drive car of your choice can be accepted. No Sedragons, El Caminos, Suicide Lincolns, Imperials. No Imperial sub frames or steering components allowed.
2. No 2003 or newer extruded frames
3. No tranny braces. If you have a mid-plate, no more than 2" outside of block and do not attach it to anything. No alterations to frame at all.
4. No distributor protectors. No hump plates.

For any rule questions; call or text Andy Hanson 320-266-3543

Limited Weld Cars (cont.)

5. You may pitch, tilt or tip 80's and newer style cars in the 3 following ways only;
 - a. You may cold pitch, no added metal.
 - b. You may cut only the outside flap and pull the front end down moving the flap ½" and reweld. No added metal.
 - c. You may pitch at the transmission cross member since you are already allowed to weld a 6" piece of angle there to mount your cross member.
6. Watts-link conversion for Fords. You may convert a Watts-Link to a standard 4 link system in the following way: Use the upper and lower trailer arm brackets off an older Ford. Aftermarket brackets are allowed, but no thicker than ¼" and may be attached with max of 4-½" bolts on each side. 6" x 6" mounting plates not mounted to humps. Trailing arms may be reinforced but must be stock arms. No positioning of brackets to strengthen the front down the legs of the rear hump, must be mounted in the stock location. No changing package trays.
7. You may cut the excess frame off the front rails. All body mounts must remain in stock location. 76 and old Cadillacs must measure at least 18" from front of A frame/spring bucket to end of frame where bumper mounts. Also no relocation of existing brackets on frames, such as lower stabilizer bars on older style cars, such as 72 and older Cadillac and Chrysler products. Brackets remain in stock spots, as from factory and frame as stated above. Do not abuse either area, this due to even playing field among models of cars.
8. All doors must be strapped, welded, chained, bolted or cable wired with #9 wire (pick one only) All doors may have no more than a total of three feet of welded straps on each door, except the driver's door. Hood may have approximately one foot of angle iron welded on each side to hold the hood closed. Welding and bolting of the trunk is allowed, (8) 3" x 5" patches. Maximum of 8 bolts for trunk and 6 for hood up to 1". Four bolts 1" max are allowed to go to the frame (2 in front and 2 in rear) No added metal, rods must be vertical only, no contouring to top or sides of frame, from the hood and trunk. Trunk lids may be tucked.
9. Welding of extra metal to the driver's door and a metal window net is recommended.
10. Pre-ran cars will be allowed 28" total on car, ¼" max thickness for frame repair total on car. Repair cannot be made more than the width and thickness of the rail, stitch welded only. NO reinforcement or extensions. No frame rails exposed.
11. Gas tank protector can be mounted only to your seat bar or cage. Cannot contact the frame or sheet metal or floor. Only 30" wide and must be 3" (**MANDATORY DISTANCE**) from anything.
12. Front fenders may be wrapped, bolter (Max of 5-³/₈") Fender wells may be cut or bent but not reinforced. Body lines may be pounded as long as tires are not exposed.
13. Inter-marriage of motors and transmissions is allowed, and must be within 6" of stock location.
14. No altering of suspension (leafs on coil on leafs front or rear cars)

For any rule questions; call or text Andy Hanson 320-266-3543

Limited Weld Cars (cont.)

15. Clamping of leaf springs is allowed only 4 clamps per spring, OEM car leafs stock configuration only. Pre-loaded rear-ends are allowed. Axle bracing is allowed to protect pumpkin. Bracing may not protrude out no further than 4" from the axle tube. May not use bracing to strengthen the car or frame in any manner. Can have a pinion brake, if desired, however no protector built around it in any way. No 8 lug rears allowed, except trucks.
16. Front suspension can be solid. A-arms can be welded. Two 2" x 4" x ¼" thick pieces may be used, must attach to A-frame (upper only)
17. No aftermarket spindles, tie rods or a-frames.
18. Steering arms may be modified by using steel knuckles. Reinforced stock tie rod ends are allowed.
19. Hood lid can be folded over the front but not welded or bolted to the bumper or frame. Must be able to remove the hood for inspection. Maximum of 12 hood bolts up to ⅜" for hood skin are allowed.
20. Must have body mounts, factory thickness, up to 1" tall. May have stock rubber or steel spacers. Washers inside the car can be longer than 4" x 4" x ¼". Washers must be up inside the frame. Must be factory OEM size. Bolts of ¾" or less allowed. No extra body mount bolts allowed.
21. Hole for distributor can only be 12" x 12"
22. May seam weld frame only 1 pass ½" wide from tranny cross member forward
23. Sliders or telescopic drive shafts are allowed.
24. Any tired allowed
25. Halo for roll cage is allowed. May be mounted to the floor or frame.
26. Any bumper mount is allowed, OEM or flat stock ¼". 14" long maximum. Choose one - NOT both. MAXIMUM 14" LONG FROM BUMPER.
27. Any OEM bumper no bigger than 8x8 and 4" point spread 32" must be covered OEM tin. Cars are allowed 21" from the bottom of the bumper to the ground. Bumper seams may be welded with minimal reinforcement inside only! Rear bumper must be at least 12" from ground at the bottom side of the bumper.
28. Only two 4 loops of #9 wide from roof to frame, floor to cage, or cage to roof.
29. May have one bar in the back window. 2" x 2", maximum with 5" of stock window seal. No tubing racks in or on the trunk lid.
30. 4 point cage (6" wide max, material) 2 down bars, per side need to be between interior door seams (2" x 2" max. material) MUST be vertical and only to the top side of the frame. Anything further forward or back will be totally removed - NO EXCEPTIONS.
31. Tranny cross member mount no more than 6" wide. 2" x 3" max angle to frame to mount cross member. Must run straight side to side, no manipulating. Must be inside frame rails.
32. No solid homemade shocks on suspension parts.
33. Dash bar must be 3" minimal space from anything. No bars running from it for any strengthening purposes in any direction.

For any rule questions; call or text Andy Hanson 320-266-3543

Mini Vans

(Front and Rear Wheel Drive Vans - i.e. Caravan, Astro, Aerostar.)

1. Vehicle must remain completely stock. This is meant to be a quick build class with no modification or swapping parts.
2. No welding allowed, except driver's door and differentials. May add seat support bar and dash bar inside vehicle post to post Inside door bars attached only to dash and seat bar on driver's side and passengers side.
3. Strip vehicle as normal. Leave shifter stock. No torching of fenders. Vehicle must be totally stock appearing. 12" fire hole in hood required. No pre-bending of body panels.
4. Can relocate electrical boxes anywhere under the hood.
5. Remove the gas tank and mount a steel tank in the inside corner of the vehicle and securely fasten down and cover. Battery must be moved inside of the vehicle and securely mounted away from any door and cover. Must be high pressure fuel line. Must be safe or won't run.
6. Two chains per vertical door seam. Four chains per hood. Rear hatch and doors have four total hold down maximum. Two chains can be used around the bumper to hold it on the vehicle. No reinforcement.
7. All suspension and struts must be stock. Two leaf spring clamps total per spring. No chaining of suspension. No all wheel drive; must disengage one end of the other.
8. Automotive 6 ply tires allowed, skid loader, industrial, implement or trailer tires are allowed. Snow tires or donut spare can also be used. Air inflated only. Valve stem protectors are allowed and must be flush to the rim.
9. All airbags must be removed and disabled.
10. Stock bumpers may be used, original to the vehicle.
11. If desired, the front bumper may be changed to a different automotive type bumper. Tubing may be used, but must be covered or skinned with a steel bumper skin or factory skin off van. Must be securely done. 4" x 4" x ¼", max. No added bumper brackets.
12. Two pieces of ¾" all threaded may be used, front (Hood) only, one on each side of the radiator. Must be straight up and down. All other hold downs, chain, wire, cable, max 4" x 4" plates to hold hood.

For any rule questions; call or text Andy Hanson 320-266-3543

Limited Weld Mid-Size/Compact

1. Mid-Size vehicles must be FWD, 6 cylinder or less, up to 113" max from center of spindle to the center of the axle. No SUV's
2. Door and hood need to be chained, bolted, cabled or strapped (pick one) Trunk may be welded 3 feet of weld and bolt. Driver's door may be welded top, bottom and sides. All other doors may have no more than 3 feet of welded strips. Hoods may have approximately 6" of angle iron welded on each side to hold the hood closed and/or (4) 1" bolts only four of the size bolts can be welded to frame (6 bolts total) Bumpers may be welded to the frame with factory brackets or may add (1) 12" x 4" wide x ¼" thick plate per side. Must weld to the bumper.
3. No tire rule. No greater than 5 lugs. Solid rubber tires on drive wheels, only.
4. Bumper height is to be no higher than 21" from bottom of bumper to the ground, any bumper may be used but OEM. may use up to 4" x 4" x ¼" thick tubing, must be skinned or covered.
5. Four down bars between interior door seams.
6. One back window bar allowed to speaker deck. Sheet metal to sheet only.
7. May pre-bend and tuck trunks.
8. Solid front suspension allowed.
9. 18" frame repair total on car. Must be visible damage.
10. Wheel base from factory specification only.
11. You may shorten the front most part of the frame rails only. You may cut the frame off the crush zone flush with the front edge of the body mount hole. The front frame must not be shortened too far that the 1" all thread must pass through the factory stamped hole. If you remove the body mount completely or relocate it, you will not run, no frame seam welding.
12. **Sub Frame Mounts:** Bolts can be replaced with up to 1" bolts, sub-frame can be sucked up tight or mounts can be replaced with steel spacers or washers but must be the same diameter as stock spacers. Body spacers can be welded to the frame in 2 spots, ½" long weld each, this is to keep them from moving. Bolts may extend through the body and have up to a 5" x 5" x ¼" square or 6" x ¼" round washer on top. Do not weld body bolt washers to body. Bolts must be up inside of the frame, as factory. If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. Absolutely no subframe mounts may be moved or added, unless otherwise specified, do not shorten the front of your car past the sub-frame mount hole as your car will not run. You can nut the all-thread on the bottom of the core support mount.
13. Frames may be drilled if suspicion of extra work was done inside or out!!

For any rule questions; call or text Andy Hanson 320-266-3543

Limited Weld Trucks

1. ½ - ¾ Ton American made pickup, extended, crew cabs or suburbans are allowed.
2. **Frames must remain stock and not shortened or altered in any way (other than what is stated in rules) Shortening rear frame horns is not allowed.**
3. No welding, other than specified
4. No added extra bracing in frame or engine cradles
5. Hood may be chained ¾" chain, wired, or bolted in 6 separate location. Two chains or wires may go from core support to bumper. Will be allowed two 1" max rods welded to the 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) **Can also use 1" o.d. Material for your thread rod at core support, if you do not have a long enough piece of all thread to go from frame through hood.** You will also be allowed a 5"x5" washer welded to top of core support for hood pins to go through and hold in position. Other 4 locations up to 1" max hood pins, wires or chain must go from sheet metal to sheet metal only. Hood washers no longer than 5" x 5" x ¼" thick. Hood pins must be straight up and down, 12" max length. A maximum of (8) ¾" bolts to bolt the hood skin together.
6. MUST have two window bars, no larger than 3" diameter or (2) #9 wires in windshield opening to prevent hood from entering driver's compartment, for driver's safety.
7. Doors may be chained two locations per seam or can be welded, no more than 5" on and 5" off max. Nothing wider than a ¼" x 3" flat strap. Driver's doors can be welded solid. Driver's door may be welded solid and reinforced for safety (highly recommended) and can have a driver's window net.
8. Tailgate must run in an upright position. No removing. May be chained in tow locations per side OR welded using 3" x 3" angle iron inside or a flat strap 3" x ¼" outside 24" total on the sides plus an additional 12" of weld vor 4 chains on bottom of tailgate to box (not bumper)
9. Tailgate may be lowered and welded to the end of frame rails to use as a bumper, if no other form of bumper is not used. If bumper is used, may lower tailgate and weld at top of frame only (not bumper) and chained in two lower locations, suburban SUV back doors use tailgate rules to secure.
10. Bumpers front and rear bumpers may be changed to seam welded, loaded car bumper (rear bumper must remain flat) no adding bumper brackets to frame. If you choose not to install a factory car bumper, you can use a (FLAT ONLY) 6 foot long max, 5" diameter or less ¾" thick square or round tube behind factory truck bumper skin welded to frame. No sharp edges cannot protrude past fenders (must be covered by skin on front side) if running a replica bumper, it must be factory measurements.
11. Bumpers may be welded to frame plus added 2" x 2" x ¼" thick angle iron also to help secure to frame on all sides (do not run lengthwise down the frame as a bracket-bumper attachment only)
12. Bumper height **max 30" to the top of bumper - minimum 24" top in the rear** No open frame rails.

For any rule questions; call or text Andy Hanson 320-266-3543

Limited Weld Trucks (Cont.)

13. Any wheel and tire allowed. Maximum 16" rims. Air Inflated only. Valve stem guards and 1" lip guard will be allowed. **NO SOLID TIRES.** No other bracing added to rim other than what is stated.
14. Front axle non-leaf spring trucks may install a ¾" bolt in the center of a-arm welded to the spring pocket to gain height. Front shocks may also be replaced with a piece of steel tube. These tubes can be bolted in factory shock location or can be welded to the axle and run vertically upside of the frame and welded to frame. No welding can exceed 2" in width on frame for these tubes. No materials can exceed 2" in width. **These tubes are to gain ride height not to reinforce the truck (if material on frame is deemed excessive, you will be cutting)** Stock leaf packs, no adding leafs, you must have 6 leaf clamps per leaf pack total, 3x5" ½" thick material on leaf clamps with max size of 7/16 bolts. **No coils of leaf conversions on front axles.**
15. Factory leaf spring perches may be welded or bolted to frame to help from tearing off. May add two chains per axle to frame ¾" chain. ½ Ton may swap to ¾ Ton rear ends. May be welded posi-traction.
16. No bracing on rear ends
17. No axle savers
18. **Factory leaf hangers must be in the same location as factory hangers, if they are needed to be replaced. No moving hangers forward or backward!**
19. May Crossbred engines and transmissions, no adding engine cradles or extra braces in frames.
20. **For older C channel frames with no engine crossmember, this is your allowance;** you will be allowed to build an engine crossmember out of 2"x6" x 1/4" thick tube max. You will be allowed to have a piece of 2"x6"x6" long welded or bolted in the c channel part of the frame, from there you can weld the 2" x 6" tube straight across 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 mount bolts ONLY. outside of motor mount bolts. Crossmember cannot be used as brace or support for lower engine cradle or any other part of drivetrain or suspension, in addition to the crossmember you will be allowed to box frame from the front frame horns to this crossmember and an additional 6" of frame boxing will be allowed from back of engine crossmember back (NO MORE THAN 6" WILL BE ALLOWED) Max thickness on plate will be 3/16". No internal reinforcement behind plate. Must 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 with 2 bolts not welded. Trans coolers allowed if deemed safe, do not use rubber unbraided trans line. Trans may be chained or wired to crossmember. Block save lower engine cradles allowed with pulley protector. Dust protectors, trans protectors, steel ultra-bells, steel tail shaft **will not** be allowed. **Aluminum bellhousing will be allowed.** Any driveshaft may be used, sliders ok. No radi-barrels, must be a radiator in factory location lor loop hose. Pinion brake will be allowed.

For any rule questions; call or text Andy Hanson 320-266-3543

Limited Weld Trucks (Cont.)

21. Radiator - if factory mounts are not able to be used, this is your allowance; to support your radiator you will be allowed a max id 4" x 4" angle iron to bolt or weld to your factory core support. This angle iron can be a max of 1/8" thick material. This angle iron will only be allowed to support the bottom of your radiator, and cannot exceed the width of radiator. From this point you can bolt the radiator to core support or use small ratchet strap to hold it in place. You will also be allowed to spray foam radiator in.
22. Body Bolts; trucks may have 8 locations of chains, bolts or u-bolts to secure box to frame. Cab 6 and core support 2 (suburbands, SUV's may only use 10 total throughout cabin compartment and 2 at core support) 1" diameter max sized bolts with plate size no larger than 1/4" 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. You may leave original body mounts if factory location, but must remain 100% stock rubber included, if removed and bolted solid you lose option to use extra factory location.
23. BOX rollover bar (strongly recommended) mounted in front of box (must remain 5" gap min. Away from top of cab and must stay vertical and 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 protect gas tank, **roll over bar cannot attach to interior cage components.** Box may be bolted to the cab in 4 locations, 1" bolts can be used with a max size 5" x5" plates AND can weld 12" of top strap per side (24" total) to weld cab and box together. You will be allowed one location to wire box side to box side location of choice - cannot go to or around the frame (4 strands of wire max, no chains) No folding box-sides over to create wedge. May bolt fenders with (6) 3/8" bolts to bolt fenders together with a max of 2" washers. Threads must point inward. Outside fender creasing is allowed.
24. Cage must have a bar behind the seat (no further back than 10" behind seat) and across dash may use 6"x6" plates on ends, may connect dash-bar to seat bar. Dash bar must be a minimum of 4" away from the firewall and transmission bell. For down bars you are allowed the following; two down bars off the drivers side door bar to floor OR may kick inward and attach to the side of the frame passing through floor. For the passenger side you are allowed one down bar from the passenger side door bar to the cab floor, only to protect the battery. These are the only down bars you are allowed. You may attach a rollover bar from seat bar up to or over roof and down to dash bar, these bars cannot connect or come in contact with the rollover bar in trucks with boxes to stop trucks from bellying. 6" diameter max on cage material. Only attached to the cab, floor or body mount plate not directly to the frame. Suburbans and SUV's may attach a floating gas tank protector off seat bar 24"x24" protector must remain 4" away from any sheet metal. There are the only internal cage components allowed.
25. (2) batteries maximum allowed on the passenger floor, properly mounted and covered. NO BUNGEE STRAPS. Gas tank must be removed and one relocated in front of the box. 15 gal max. May use electric fuel pumps. If well labels (fuel shut off)

For any rule questions; call or text Andy Hanson 320-266-3543

Limited Weld Trucks (Cont.)

26. If the frame is bent, you will be allowed to use a max size of 4"x6"x3/16" plate to repair bends. Plates must have a minimum of 1" between them. Plates must remain flat and only can be used on one side of the frame. There will be a maximum of 10 plates on a truck. **Fresh trucks will be allowed (2) 4"x6"x3/16" plates, one per side. If you decide to section a new frame rail in for repairs, each spot will count towards one of your plates, and the section must be only butt-welded in.**
27. Stock steering components may alter the steering shaft from box to steering wheel. Tie rods may be reinforced in the center. Aftermarket shifters allowed. ing. and starter wires may be altered.
28. **If trucks need to be re-stubbed you will be allowed to re-stub with the same style frame, truck frame to truck frame and SUV frame to SUV frame. You will be allowed to square the end of your front frame horns off for bumper mounted purposed to the front most core support mount, this is intended to give you a flush surface to mount the bumper to. LEAF SPRING TRUCKS CANNOT MOVE FRONT SPRING PERCHES BACK AT ALL TO BE ABLE TO CUT CORE SUPPORT (MUST BE IN FACTORY LOCATION) No plug welding of any crush zones or access holes in the frame will be allowed. Any frame re-stub can only be butt welded together with no plates over the repair. Absolutely no seam welding on any frame from the engine crossmember back, if there is any non-factory seam welding found on frames from crossmember back you will be completely cutting it out with a torch or not running.**
29. Cab and front clip must match the frame. Must be the same make and model.

ALL TRUCKS MUST HAVE FACTORY STYLE ½ TON OR ¾ TON TRUCK AXLE IN THE FRONT AND THE REAR, NO FABRICATED AXLES OR SPINDLES.

ABSOLUTELY NO FRESHLY PAINTED FRAMES.