

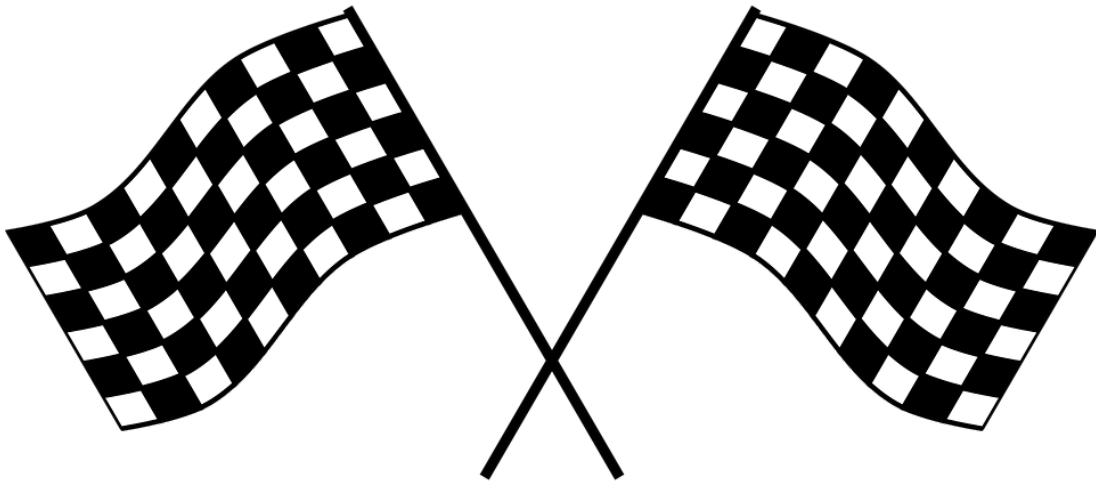
# 2024

# Benton Franklin

# BIG CAR

## Demolition Derby Rules

\*Subject to change by officials for safety and/or other reasons necessary\*



- 1) All vehicles must tech to these 2024 Rules.
- 2) **ANY car deemed unsafe by officials will not be allowed to run.**
- 3) We are open to any American-made car or station wagon.
- 4) There will be no alcoholic beverages allowed into the pit area. There will be no tolerance of open containers due to state regulations requiring security to be highly enforced. No Exceptions.
- 5) NO Imperials, commercial vehicles, convertible frames, vans, trucks, or 2003 and newer Ford frame swaps.
- 6) All cars will be inspected before entering the arena.
  - a) All winning cars will be re-inspected prior to leaving the arena area and before payout.
- 7) All glass, chrome, plastic, exterior mirrors, headlights, taillights, chrome rings, emblems, grills, and flammable materials must be removed except the driver's seat.
- 8) Seat belts are required. Must be stock shoulder/lap belt or racing harness lap belt minimum. A 4-point harness is recommended. Seat belts must remain on the entire time unless you are instructed by a track official.
- 9) DOT-approved safety helmets are required and must stay on the entire time.
- 10) A fire extinguisher must be mounted securely and easily accessible to the driver.
- 11) If the derby is stopped twice for fire on the same car, you may be counted out at that point by the official's discretion.
- 12) Cars must exhibit the ability to stop at all times. Brake failure will result in disqualification.
- 13) Car numbers must be at least 18 inches tall, in clear contrasting paint. A roof sign is recommended. If you do not use a roof sign, you must have numbers on the roof and on each side of the car.
  - a) Roof signs can in no way be used to strengthen the car.
- 14) No additional welding will be allowed on any vehicle following tech.

## **Frame**

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

- 1) You may cut the front frame off flush with the front edge of the factory body mount hole or up to the core support if there is no body mount hole.
- 2) Lower core support must remain in its factory position, whether welded or bolted.
  - a) If it is a weld-on mount, leave the remaining portion of the body mount in place.
- 3) **If you remove or alter the core support body mount completely or relocate it, you will not run!**
- 4) All thread may only pass through factory-stamped core support holes.
- 5) Factory seams cannot be re-welded other than what these rules specify.
- 6) Welding from the back of the front bumper to the beginning of the a-arm mount, the frame seams can be welded from the **CONTROL ARMS** forward top and bottom with no bigger than a ½" bead of weld.
- 7) **No frame shaping.**
- 8) **No heat treating of the frame. You will be DQ'd.**
- 9) **No fresh paint or undercoating on the frames at all!**
- 10) You can notch or dimple the trunk area in (4) spots but cannot weld them back up.
  - a) If dimpling or notching the frame, you can only do so on the back frame rails behind the rear wheels.
- 11) No pre-bending.
  - a) Pre-ran cars can dimple the humps to keep them from blowing out more.
- 12) 80s and newer only will be allowed to cut and tilt at cross member, **NO tilting at crush box**, or cold bend in front of transmission cross member. **One method or the other, not both.**

- a) When tilting, you may cut a pie shape section out at cross member, bend it down and weld back together with NO added metal, and the weld must not exceed ½” wide with no more than 14” of weld.
- 13) Old iron, no tilt.
- 14) No frame modifications besides what is listed.
- 15) If there is any welding on the frame that is not specified in the rules, we will require 3” on and 3” off full daylight slices in the illegally welded section of the frame. This applies to all parts of the frame rails.**

## Rear Suspension and Rear End

- 1) The suspension must be stock components.
- 2) No coil spring to leaf spring conversions or vice versa.
- 3) Leaf springs must remain stock material.
  - a) Springs must have a 1” stagger with no leaf spring as long as the main leaf, with the main leaf being the top spring.
  - b) Total of (7) leaf springs no thicker than 3/8” thick and 2 ¾” wide.
  - c) (6) leaf clamps on each leaf pack; 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.
  - d) Leaf Spring Hangers can be made of 2” x 6” x 3/8” thick straps and 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. These cannot extend past the topmost part of the frame rail.**
- 4) You may wrap (1) 3/8” chain (per side) around your axle to the frame hump, one time only, through the sheet metal directly above the hump, and your chain links cannot be welded or bolted to the frame in any way.
- 5) No other means other than tires and springs and spring spacers (spacers can be no bigger in diameter than the springs) may be used to raise the car’s suspension.
  - a) No All-Thread Shocks.
- 6) Rear-end control arms can be reinforced. They must start from a stock set but can be reinforced. They must attach to the stock configuration for your suspension setup.
- 7) Watts link conversion kits are allowed.
  - a) The upper control arm bracket plate may be no larger than 6” x 6” x 3/8” and may not weld to the package tray in any way.
  - b) Bolts may not pass through the body.
  - c) Lower mounts may only be 3” x 3” x ¼” and only weld to the side of the frame.
  - d) No gussets or added material; you cannot weld to the top or bottom of the frame in any way.
  - e) All brackets must be in the position a car without watts link would be (for example, a 98-02 Ford must be mounted like a 97 Ford).
  - f) All other brackets must be removed.
- 8) You may use any 5 or 8-lug rear end.
- 9) You may adjust the pinion angle.
- 10) You can have a welded, spooled, or Posi-track rear end.
- 11) The rear ends must not support the frame or body in any way.
- 12) No bracing within 8 inches of the axle flange, and it must not reinforce the body or frame in any way.
- 13) Pinion brakes are allowed.
- 14) Sliders are allowed.
- 15) NO axle savers.**

## **Front Suspension/Steering**

- 1) Aftermarket tie rods and ball joints may be used.
- 2) Upper and lower control arm, struts, strut mounting, and spindles must be factory and in the factory position.
- 3) Do not re-engineer the way the steering components mount to the frame.
- 4) You may reinforce stock tie rods with a 1" x 1" x 1/8" angle iron.
  - a) No other front suspension or steering may be reinforced.
- 5) Ball joint sleeves-rings can be 1/2" bigger than the outside diameter of the ball joint itself and 2" tall and may only be welded to the control arm.
  - a) Ball Joint cannot be welded to the frame in any way.
- 6) Upper A-Arms may be welded.
  - a) You may only use up to (2) 3" x 4" x 3/16" thick straps per upper A-Arm. This strap must weld to the A-Arm & frame and cannot extend further 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.
  - c) A-Arm must mount in the factory location.
- 7) The steering box may be interchanged with other stock components.
- 8) The idler arm & center link must remain stock.
- 9) Hubs must remain stock for the spindle you are using.
  - a) No aftermarket spindles, hubs, or rotors.
  - b) Brake calipers must remain stock for the stock spindles.
- 10) All cars must be able to demonstrate the ability to stop at any time.
  - a) If your brakes do not work, you will not compete.
- 11) 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 the factory position. Must be sedan OEM in origin.
- 12) Steering bump stops can be no bigger than a 3/8" bolt or 1/4" cold roll and no longer than 4".
  - a) It can only be welded or bolted on one side.

## **Tires and Wheels**

- 1) No split rims, studded tires, or foam-filled tires.
- 2) Stock wheels only.
- 3) You may run lip protectors.
- 4) Wheel centers are allowed.
- 5) No bead locks of any kind.
- 6) Valve stem protectors are allowed.
- 7) Wheel weights must be removed.
- 8) You may not change tires after inspection without the official's consent.
- 9) No other reinforcements.

## **Bumpers**

These rules are intended 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 allowed to correct it to compete. If you are not willing to correct it, you will be disqualified. Officials have the final say.

- 1) Any OEM car bumper or manufactured replica may be used but must follow the rules below.
- 2) Loaded stock bumpers may be used but cannot be welded to the body.
- 3) Homemade bumpers are NOT allowed.
- 4) A 4" x 4" x 1/4" square tube bumper is acceptable, but it cannot extend past the width of the body.
- 5) Bumpers may be cut to make room for the tires.
  - a) No jagged or sharp edges after cutting.
- 6) You can use all factory hardware welded to the frame and the bumper.
- 7) No more than 10 inches from the back of the bumper.
- 8) You may cut the front frame off flush with the front edge of the factory body mount hole.
- 9) You can hard-nose the bumper but must remove all factory hardware and can use 12 inches of 4" by 1/4" inch thickness flat strap that cannot be welded or extend past 10 inches of the back of the bumper.
  - a) You can bend it in an L and weld it onto the bumper.
- 10) Max bumper height is 20 inches to the bottom of the bumper.
- 11) Bumper straps cannot be longer than 36" and can only be welded 4" at each point.
  - a) Max of 3" x 1/4" thickness.
  - b) You can also use 9 wire with no more than 6 wraps.

## **Engine and Transmission**

- 1) Any gas engines are acceptable.
  - a) If you swap engines, the motor must remain within 5" of the stock location.
- 2) Lower cradles only.
  - a) If you have a pulley protector, the protector may not extend past 4" of the balancer and cannot reinforce the car in any way.
- 3) Valve cover protectors are allowed but must mount to the back of the head and stay within 1" of the valve cover.
  - a) If running valve cover protectors on an LS, the firewall must be removed behind them.
- 4) You may use a 6" x 6" x 3/8" plate to mount the engine mounts to the engine saddle.
- 5) You cannot weld the lower cradle directly to the engine saddle.
- 6) Aftermarket engine mounts are allowed as long as they don't exceed the 6" x 6" by 3/8" mounting rule.
- 7) No engine halos, mid plates, or distributor protectors.
- 8) BOP to Chevy adapters are allowed as long as they are not more than 1/4" thick and do not extend past the mounting surface.
- 9) No aftermarket transmission cases, for example, Reid, JW, etc.
- 10) You can have aluminum ultra or steel bell housings, for example, JW, and Nerat
  - a) If using a steel bell housing your firewall must be cut out.
- 11) You can have a steel tail housing.

- 12) No tranny protectors of any kind, including skid plates and aftermarket transmission pans.
- 13) You can run the factory cross member that came with the car or a piece of square tubing max size is 2" x 2" by 1/4" thick with (2) 6" x 2" x 2" by 1/4" thick angle iron to mount, it **must** be bolted.
- 14) All transmission lines must be double-clamped or crimped fittings.

### **Body Mounts**

- 1) Body mounts may be removed but have to have a 1" space between the frame and body.
- 2) Spacer size 1" thick x 3" in diameter can be made of anything you'd like. NO WELDING.
- 3) Body mount washers may not be any wider than 3" in diameter.
- 4) Can replace body mount bolts with 5/8" bolts with 3" in diameter washers.
- 5) Radiator support mounts can be removed, and you can suck the radiator support down solid.
- 6) Absolutely no body mounts may be moved or added.
  - a) If shortening the frame, you cannot go further than the front of the original factory body mount hole.
- 7) Chrysler cross members cannot be altered.
- 8) You may have up to (2) 1" all-thread mounting points.
- 9) All thread must go through the front factory body mount holes. You may weld all thread to the frame after it passes through the body mount, and you cannot put a nut underneath the body mount if it is welded. One per frame rail.
- 10) Core support washers must be no larger than 3" in diameter other than on the top of the hood, which is 6" x 6" x 1/4" plate, max.
- 11) The body must remain in the factory location, and body bolts must go through factory body mount holes.

### **Hood and Trunk**

- 1) The Trunk Lid and Hood must be 100% in stock location; the hood must be able to open for inspection.
- 2) Any cutouts in the hood may be bolted back together with 3/8" or less bolts, and a 1.25" diameter washer with 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**.
- 3) Hood- may be secured with a total of (8) securements. (2) 1" all thread at the core support, and 6 more spots.
  - a) Only the (2) at the core support can go to or through the frame. The rest must be sheet metal to sheet metal and cannot exceed 8" in length.
- 4) Hood- (1) 6" x 6" x 1/4" plate may be used per 1" all thread.
- 5) Hood- You may also use 2" x 2" angle iron with a 5" max length. These may be welded to the hood and fender back-to-back, connecting them with only (2) 3/8" bolts. You may mix and match securement points, but you can't exceed 8.
- 6) You can fold hoods and trunk lids over. Trunk lids must be stock shape but may be folded in and keep it clean.
- 7) Trunk- may be secured with a total of (8) points. You may have (2) 1" all thread welded to the side of the frame and up to the trunk lid with a max of a 6" x 6" x 1/4" washer per all thread on top. Must be vertical with only 4" welded and no further forward than the base of humps OR bolted through the body mount and no more than (2) 3" x 3" x 1/4" plate on each side.

- 8) Trunk- to complete the (8) points, you can use up to (12) 2''x 2'' x 5'' (length) angle iron pieces. These may be welded to the trunk and fender back-to-back connecting them with (2) 3/8'' bolts. OR (6) 2'' x 2'' x 5'' (length) flat strap OR (6) 1/4'' x 5'' (length) cold rolled round stock.

## Body

- 1) Body line creasing is allowed on fenders and rear quarter panels. All fenders, quarter panels, and rear sheet metal above the bumper must remain in a vertical position. No collapsing, wedging, dovetailing, or canoeing of rear quarter panels and trunks or trunk lid.
- 2) No welding of any created seams.
- 3) No welding of any body sheet metal unless specified.
- 4) Quarter panels must be present.
- 5) No changing or doubling of the rear package tray.
- 6) Exterior body sheet metal or engine compartment rust repair can be overlapped by 2'' and must be the exact same thickness. Do not cut the rust out!
- 7) Floorboards will be allowed sheet metal repair to mount battery boxes, gas tanks, etc., and can only overlap 2''.
- 8) Floorboard definition- Front seat and rear seat area directly behind the crossbar does not include doglegs or wheel wells or firewalls, etc. This is for mounting equipment only.
- 9) May fix rust on the trunk floor where body mounts are with the same thickness sheet metal no larger than 6'' x 6'' diameter.
- 10) 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

- 1) No buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
- 2) You may weld your doors shut with nothing larger than a 2'' x 1/4 inch thick flat strap or 1/2 cold rod as filler for the door seam. Do not overlap the strap or rod, or you will cut the welds.
- 3) 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.
- 4) Driver's door and driver's side of the front windshield may have "netting" for driver's safety. NO other windows may have "netting".
- 5) You may "double skin" the driver's door for safety; however, it cannot exceed 2'' past the footprint of the driver's door.
- 6) 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.
- 7) You may cut wheel wells for tire clearance. Fenders may be bolted back together with (5) 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 (4) 3/8'' bolts with 1.25'' washers to bolt back to the core support of the fender.
- 8) Wagons must remove all rear decking and seat components. All other rules above must be followed.

- 9) All front clips must mount in factory position with factory mounts. It must be family to family. (GM-GM FORD-FORD)

## **Radiators**

- 1) Only OEM-style passenger car radiators may be used. Aluminum racing radiators of the same style may be used.
- 2) The radiator must be attached to the core support. Radiators may be mounted in such a way as to hold the radiator in place and not strengthen the core support.
- 3) No radiator guards or spray foam for protection may be used.
- 4) You may not add cooling capacity (electric fans are allowed).
- 5) 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) Radiator core support seam welding is NOT allowed. Only slight modifications due to bumper brackets for mounting core support back into the original position are allowed at the official's discretion
- 7) Radiator supports may not be welded to the frame, bumper brackets, bumpers, or anything else.
- 8) If using a condenser to protect the radiator, it must be tie-wired OR BOLTED WITH MAX OF (6) 3/8 BOLTS to the core support only.
- 9) You can have a 4-inch core support spacer, which must be free floating NO welding, maximum of 2" x 2" x 1/4" thick.

## **CAGES & DOOR BARS**

- 1) **Door bars are mandatory on both sides Driver and Passenger**
  - a) **Minimum of 6" x 6" x 1/4" sq tube OR 6" x 6" x 1/4 C Channel.**
- 2) HALO or Uprights must be bolted or welded to the floor.
  - a) If bolting a minimum of (4) 3/4 bolts per attachment point.
- 3) Cage material must not be inside the doors but rather within the seating area of the car.
- 4) Overall cage length may not exceed 62". The length includes side door bars, rear seat bars, dash bars, and halo.
  - a) All halo, door bars, and down bars must be even with or inside of the dash bar and rear seat bar.
- 5) Dash bars must be a minimum of 6" from the firewall at the center.
- 6) All bars must be straight.
- 7) Gussets are allowed on each corner.
- 8) There must be 4" between the cage and all floor sheet metal, including the transmission tunnel and with the exception of the down bars.
- 9) You may have a total of 4 down bars, two per door bar side. Down bars must be vertical without covering up any of the body mounts. Your halo bar, if running to the floor, is considered 2 of your 4 down bars.
  - a) All down bars may only be welded to the sheet metal
  - b) Maximum front-down bar size is 2"x 2".
  - c) All down bars must be within 62" and attached to the side door bars and cannot go beyond the front dash bar.
- 10) You must have a vertical roll loop/Halo, rear seat bar, or uprights. They must be behind the seat above the rear seat bar.
  - a) It is suggested that you attach the roof bar to the roof; if doing so, no more than 12 inches may be attached to the roof in the middle of the halo bar.



- b) The rear seat bar upright post must be attached to the roof by plate, welded, or bolted in. Max plate size - 10" x 10".
  - c) The rear seat bar upright post must be mounted vertically and in such a way that it will not bend. (Ex. Gusseted)
  - d) Rear seat bar must be bolted or welded to the doors/pillars on both sides.
- 11) Gas tank protectors are allowed, but they cannot be attached to anything other than your seat bar.
- a) ALL gas tank bars must be 4" away from ALL sheet metal and rear window bars. Follow the angle of the rear seat sheet metal. Note that the sheet metal cannot be removed or altered to achieve this, and nothing can extend over the rear speaker deck; wagons don't have a speaker deck, so you cannot extend past where the front of the wheel well goes vertical.
- 12) You may use (1) 12" horizontal gusset per side that goes from the seat bar to the protector.
- 13) If you have any questions about the cage and safety, please contact the Official Blaine Gonzales at 509-520-9333.

### **Windshield Bars and Firewall**

- 1) Firewall – You can lay the firewall flat by cutting reliefs and pounding flat. If you shape the firewall or weld it to reinforce it, you will cut the firewall out anywhere it is deemed to be reinforced. If you add any metal to the firewall, you will be loaded without the opportunity to fix it.
- 2) The firewall can be cut out to make room for the distributor.
- 3) Windshield 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 the roof or firewall or you will cut. It must be a min of 16" off the pillars.
  - a) You may connect the bars with no more than (2) flat straps horizontally.
- 4) Rear Window Bars- may not have more than 4" of contact and may not connect to each other or attach to anything except the body. They may not extend more than 4" past the front trunk lid seam, and the max size diameter is 2" x 2" square tube or 3" flat strap or 2" x 2" angle iron by 1/4" thickness.
- 5) Window bars may not be attached to the halo bar or any cage components.

### **Fuel Tank, Fuel Lines, Oil Cooler & Transmission Cooler**

- 1) Original gas tanks must be removed.
- 2) Only metal marine-type tanks, metal fuel tanks, or derby-type metal fuel tanks can be used.
- 3) Max of a 6 gal fuel tank.
- 4) No methanol or alcohol fuels.
- 5) The fuel tank must be behind the driver's seat or in the center of the car where the back seat used to be.
  - a) Must be securely mounted behind with bolts, metal straps, or chains.
  - b) No seat belts or pull tie straps may be used.
- 6) Fuel lines must run inside the car, not under the car along the frame.
- 7) The fuel line must be inside a protective line within the engine compartment.
- 8) Transmission and fuel coolers are allowed.

- a) These coolers cannot be placed to reinforce the car.
- b) No bolts may extend through the frame to create a body mount.
- 9) If you are not using a gas tank protector, the fuel tank and tranny cooler must be 4" away from the rear sheet metal.
- 10) If using an electric fuel pump, you must notify the tech and have a clearly visible fuel cut-off switch for track officials.**

## **BATTERIES**

- 1) Batteries must be moved to the passenger front floorboard. They must be properly secured and covered unless you are using a gel cell battery.
- 2) Up to (2) 12-volt Batteries may be used.
- 3) The battery box must be made from metal!
  - a) It must be bolted to the floor.
  - b) Bolts can not go through or around the frame.
  - c) Seat belts or pull-type tie-downs cannot be used.
- 4) 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.
- 5) All body mounts must be visible.

## **03 and newer Fords**

- 1) Aluminum cross members must be used.
- 2) Engines must be put in using brackets that can't be welded to the frame in any way. Use a maximum 6" x 6" x 12" x 1/4" 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, and they must be separate. This is to secure your motor more and is not intended to strengthen the car at all.
- 3) You may change upper a-arms and spindles to a different stock set that is off a car allowed to run in this class.
- 4) Watts link conversion kits are allowed.
  - a) The upper control arm bracket plate may be no larger than 6" x 6" x 3/8" and may not weld to the package tray in any way.
  - b) Bolts may not pass through the body.
  - c) Lower mounts may only be 3" x 3" x 1/4" and only weld to the side of the frame.
  - d) No gussets or added material; you cannot weld to the top or bottom of the frame in any way.
  - e) All brackets must be in the position a car without watts link would be (for example, a 98-02 Ford must be mounted like a 97 Ford).
  - f) All other brackets must be removed.
- 5) All steering components must be completely stock.

## **REPAIR RULES**

- 1) You may use (6) 5" x 5" x 3/16" plates. These plates must be on the outside of the frame if using them on the frame. 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. You're allowed to use the plates anywhere you want other than inside the frame. If plates are thicker or bigger than what is allowed, you will be disqualified. **PLATES ARE FOR PRE-RAN CARS ONLY.**
  - a) A "Pre-Ran Car" is defined as a car that has been run in a demolition derby heat or finale, any type of race does not count.
- 2) **If your frame is ripped, you must provide proof of rip before welding back together. You cannot add material and can only have a 1/2" wide bead of weld.**
- 3) If the 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.
- 4) NO cold bending to tilt at the firewall on pre-rans.
- 5) May Pull down bellied out cars, but no further than factory location/height.
- 6) No altering of the crush box, including no fix it plates inside of the crush box.

ALL repairs are subject to official approval. Unapproved repairs will be removed or you will not be allowed on the track. If you aren't sure, call and/or send pics to the official for final approval.

## **Other Rules, Guidelines, Tech Rules, Safety Requirements, and more!**

### **Tech and Officials Rules**

- ALL cars and drivers must successfully make it through the tech line to compete in the show.
- If tech requires you to fix, alter, add, or remove anything from the vehicle you must complete and return to the tech line to be tech'd again once items have been completed.
- Multiple attempts to come through tech without completing required items could result in disqualification.
- Hood and trunk areas must be clearly visible for tech.
  - Tech may require you to open if deemed necessary.
- Interpretation of or deviation from these rules, keeping in mind minimum safety requirements, is left to the discretion of this show's officials and techs with their word being final.
- **These rules, guidelines, recommendations, and regulations are intended as a guide for the conduct of the sport; They neither imply nor guarantee safety against injury or possible death to a participant, official, spectator, or others.**

## **On Track Driver Rules**

- Drivers **MUST** be 16 or older to drive in the event. Under 18 must have Parent/Guardian signature, both must have a valid ID.
- **MUST** have a current, valid state driver's license.
- Drivers **MUST** wear helmets and seatbelts at all times.
- Drivers are not to remove seat belts or helmets or exit the vehicle during the show, unless a fire or other major hazard is presented and you can exit the vehicle safely or are directed by any official to exit your vehicle.
- Drivers must pay attention to officials, flaggers, and announcers in case of emergency.
- Failure to obey the official's direction is grounds for disqualification.
- Driver's door hits are illegal; if officials deem it intentional, you will be disqualified.
- Using your driver's door intentionally or unintentionally repeatedly, as a defense strategy may result in disqualification.
- Continuation after fires, rollovers, and other emergencies are subject to an official's call on track at the time of said emergency.
- You will be placed on the clock for elimination from the competition unless you are competitively hitting other cars under your own power every 60 seconds.
- If sandbagging is suspected by officials you will also be placed on the clock for elimination from the competition.

### **DO NOT FILL GRAY AREA WITH WELD... NO, IF AND'S OR BUTS**

Please direct any building-related questions to Official, Blaine Gonzales 509-520-9333

**Officials for this show have the final say and will not tolerate any protests!**