

DEMOLITION DERBY

Saturday, July 27 – 7:30 p.m.

ALL DECISIONS MADE BY TECH OFFICIAL ARE FINAL

Questions Call–717-821-8170

Classes:

1. SUV/Mini-Vans – Small Cars
2. True Chain N’ Go
3. Super Stock
4. Pro-Stock (Weld Class)
5. Small Cars
6. V8 Truck Class
7. Kids Power Wheels Derby (Trophies will be awarded instead of premium)

Premiums for all classes except 3 and 7: 1st - \$2,000.00; 2nd - \$1,000.00; 3rd - \$500.00

Premiums for class 3: 1st – \$3,000.00; 2nd – \$1,500.00; 3rd - \$500

All qualifiers for a feature heat will receive \$100.00.

ENTRY FEE: If registered by Wednesday, July 24 9:00 p.m. \$25.00 admits driver and mechanic. After Wednesday July 24 \$30.00 admits driver only. Online tickets, Weekly pass or weekly track pass not good at Cornwall Road gate.

GENERAL SAFETY & COMPETITION RULES

1) Driver must have a valid driver’s license and be 18 years or older. All drivers and pit crew must sign a release and entry form, understanding that they are competing at their own risk and that they will not bring suit against any officials, promoter, employees, sponsors and /or property owner. By signing the release and entry forms you agree to all rules set forth and warrant that your vehicle meets all the requirements for your class.

2) All vehicles must pass tech inspection before competing. If presiding officials determine a vehicle is unsafe, officials have the right to not allow vehicle to compete. Tech inspection area closes one hour before the event is scheduled to start.

3) Only one registration per vehicle will be allowed. No vehicle changes will be permitted once registration has closed. Officials reserve the right to approve or reject all entry applications.

4) Tech & Registration will close 90 minutes before event is scheduled to start.

- 5) All drivers must attend driver's meeting approximately 1 hour before event starts.
- 6) A vehicle cannot be registered after driver's meeting unless approved by track official.
- 7) Competition vehicles must always be operated in a safe manner within the confines of the track, pit area and staging areas. Track officials have the right to stop and disqualify any vehicles not being operated in a safe manner. Pit area speed 5 MPH.
- 8) Any time the competition vehicle's engine is running, (pits, staging area, track, etc.), a driver must be in the drivers' seat. No exceptions, automatic disqualification.
- 9) No Riders!
- 10) Only track officials are allowed at track side during competition. No riders in vehicle during competition.
- 11) Drivers must stay inside the car and keep helmet on until heat is completed, unless instructed otherwise by track officials.
- 12) No deliberate hitting the driver's door. Doing so will result in disqualification. If you use your driver's door to draw a door hit, we will not enforce this rule.
- 13) You may drive forward or backward but must make contact or be disqualified. You must make a hit within 60 seconds or you will be disqualified. Head on hits are permitted in all classes.
- 14) Any vehicle deemed unsafe by track officials during the event will be stopped and disqualified. Any vehicle which does not move for one minute will be disqualified.
- 15) Sandbagging can result in disqualification.
- 16) Any vehicle throwing shredded tire debris toward grandstands will be stopped and disqualified.
- 17) Demo Derby is not a team sport. Team driving will not be tolerated by officials and can result in disqualification.
- 18) Heat winners must run same car in Feature. Track officials reserve the right to fill feature events with additional vehicles if finalist cannot return.
- 19) Driver must wait for green flag from starting flagman before starting run. Leaving the starting line before the green flag will be an automatic disqualification. No exceptions!
- 20) Vehicle must stop immediately upon signal of red flag from flagman/ lights and horn.
- 21) If any vehicle and/or driver is disqualified for any reason, no refund of entry fee or pit fee.
- 22) A contestant may be disqualified for either emotional or physical reasons by Competition Director or Track Officials. Example: recklessness; drugs or drinking alcoholic beverages. Any driver or any of his or her pit crew consuming any intoxicating agent, and/ or drugs prior to or during the event will be disqualified from the event Drivers will be held responsible for the actions of their crew!
- 23) No one (at any time) will be allowed to abuse any track official verbally or physically. Automatic disqualification! We have the right to fully suspend any competitor.

- 24) If less than 6 vehicles enter a class, the track reserves the right to pro-rate the purse structure.
- 25) Track Officials will have the option to check competitors for rule violations at any time during the events.
- 26) The Promoter or Competition Director reserves the right to change any safety rule or rules if they feel it is necessary.
- 27) Tech Directors will have final decisions on all vehicle classifications.
- 28) Contest will be governed by track officials and competition director with all decisions final!
Judgement calls are not subject to appeal and shall be final!
- 29) Protest procedures – any participant wishing to protest another participant will be allowed to do so under the following guidelines: Drivers must be registered for the event. A formal protest must be filed with the Competition Director, the form must be complete, and must be submitted prior to the start of competition. A \$200 cash protest fee will be required. The vehicle protested will be accompanied and evaluated by Buck Motorsports Officials and the driver of the protested vehicle. If the vehicle is found to be non-compliant with Buck Motorsports Rules, the driver will need to make the vehicle compliant or be eliminated from competition that day. If the vehicle is noncompliant the funds will be refunded to the driver who initiated the protest. If the vehicle is found to be complaint, the funds will be split evenly amongst the protested driver and the 1st place purse amount.
- 30) Most importantly - BE SAFE, HAVE FUN!

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of competition events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. No expressed or warranty of safety shall result from publications of or compliance with rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The event director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or warranty of safety shall result from such alteration or specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final!

GENERAL BUILD RULES – APPLIES TO ALL CLASSES

1. Vehicle must be teched at track and in the same physical condition as at the time it was inspected for current highway use, if required. Vehicle must be teched with tires on that will be used for competition.
2. All dirt, glass and loose parts must be removed from the car. Do not leave glass in doors. Air bag safety system activation charges must be disabled.
3. All glass including head and taillights must be removed except front windshield. Removal of the front windshield is optional. All sunroofs must have glass removed and covered with sheet metal (14 gauge maximum) attached with bolts and nuts. No self-tapping screws.

4. All chrome molding, rear seat, headliner, sun visors and rear-view mirrors must be removed.
5. All outside plastic and grill must be removed including factory nosepieces. Plastic bumper covers must be removed.
6. No bumper or frame mounted hitches allowed.
7. All air conditioning systems must be drained, and rubber hoses removed prior to arrival at the track.
8. All wheel balancing weights must be removed, including the inside of wheels.
9. All vehicles must have brakes in good working order.
10. No obscene signs or lettering allowed on vehicles.
11. Stock gas tank must be removed from car. A maximum of 5 gallons of any fuel allowed. A 5-gallon approved metal container must be securely fastened with metal or chain in the area vacated by the rear seat. No self-tapping screws, no rubber hold-down straps, or nylon ratchet straps allowed. Marine type gas tank highly recommended. Approved marine-type plastic tanks permitted. Fuel tank must be accessible during inspection if using a fuel tank cover. All electric fuel pumps must be operated by the key switch (on-off) or a painted red toggle switch easily accessible by track crew.
12. You may run an electric fuel pump, but it must have a kill switch that is clearly marked. Please use fittings or good hose clamps and make sure they are tight.
13. Any fuel may be used.
14. All cars must have vehicle numbers clearly painted on each side and have a roof sign. The sign must have a viewable area of 12" x 18", and at least 6" tall and 3" wide numbers. Number must be visible to the announcer. Car number must match the number on entry form. If you do not have a sign, you will not get a stick.
15. All vehicles must always be operated in a safe manner. Track officials have the right to stop or disqualify any driver or vehicle.
16. All airbags must be removed. Drain air conditioners and radiators. Rubber hoses must be cut or removed prior to arrival at the track. All trailer/towing hitches must be removed.

SUV / MINI VANS - SMALL CARS

1. ALL GENERAL RULES FROM ABOVE APPLY.
2. Small - Cars (110" and under for FWD, and 106" and under for RWD).
3. Any year foreign or domestic mass-produced SUV or minivan 4 or 6 cylinder only.
4. Cars are to be stock unless specifically mentioned in these rules. No altering, swapping, welding or manipulating parts unless specifically mentioned. Patching and rust repair will be allowed only if cleared by head official.

5. 4WD and All-Wheel Drive are prohibited from competing. Any vehicle that has 4WD or AWD capabilities MUST have either of the drive end's mechanically disabled.

6. No re-stubbing of cars will be allowed. OEM frames, frames parts, and crossmembers ONLY, unless stated otherwise. If it's not in these rules it doesn't mean you can do it call with questions.

CAGES

1. Bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. They must be at least 5" from the center of the fire wall and floor at any point including transmission and driveshaft tunnels. The back bar may not be any further back than the kick panels. Front bar may not contour the body. It must run straight across. All bars must be inside the driver's compartment except roof bar. All cage bars must be a minimum of 2" x 2" x 1/8" and be no bigger than 4" x 4" 1/4" or 2" x 6" x 1/4" except side bars. Side bars may be C-channel up to 6". Side bars length no longer than 64". If side bars are used, you must have both front and rear cross bars. If side bars are not used, mounting plates not exceeding 6" x 6" x 1/4" may be used on the ends of the seat bar and dash bar. No down bars. The halo must come off your rear seat bar. Max. 3" x 3" bars or 6" c-channel. If you cannot weld then it must be bolted! The cage and roll over are for drivers' safety only may not strengthen the car in any way your battery box or gas tank may attach to sheet metal only. 1 gusset per corner allowed, do not get carried away of you will cut it. No floating plates, 9 wire, chain, etc. can be used between the cage and frame or body except where stated.

2. No more than 2 windshield bars may be attached from the roof (no more than 3" up the roof) to the cowl area (no more than 3" below) on the front windshield area only to protect the driver. Only one rear protector bar from speaker deck to roof maybe used and not to be connected to any portion of the cage or halo bar. Maximum size for any protector bars is 2" x 2" x 1/4". This may not be used as a strengthener or to keep a car from bending.

BODY & FRAME

1. All body mounts must remain in stock locations. If OEM body mounts are used, the portion of the OEM mount between the frame and body cannot be altered including the metal cone inside of rubber mount. If you chose to replace OEM body mounts, the OEM mounts may only be substituted with an actual rubber hockey puck (no homemade plastic or metal spacers allowed). They must be positioned in the original location and with the same intent as the factory installs them, but bolts may travel through the top of floor. Body mount bolts may be replaced with the factory size bolt for that vehicle. A washer, no larger than 4" x 4" x 1/4", may be placed on the top (inside car where bolt sticks through floor) and bottom of body mount bolts inside of frame. No welding washers to car body or frame. Do not add or relocate and body mounts and/or bolts. K-member and subframe mounts will be considered body mounts. Maximum size of k-member or subframe bolts permitted is the OEM size for that vehicle. Compact cars with subframes and full size subframe and pinch-frame cars may replace OEM mounts with hockey pucks. There must be a 1" space in between the frame and the body, do not modify the hockey pucks in anyway.

2. Notching and pre-bending will be allowed. Do not weld notches back together. Do not "enhance" or crease body lines.

3. A 3/8" thick plate may be used to skin the outside of the driver's door. Skin cannot extend further forward or backwards of the driver door seams.
4. Wedging and lowering of trunk area will not be allowed. Trunk lids may be cut or bent to tuck. Quarter panels must remain vertical and factory height. If you tuck the trunk, it must go straight up and down to the trunk pan.
5. Do not paint or undercoat frames inside or out. Do not grind or buff frames. If you weld on the frame other than what is specified you will be loaded.
6. (4) 4" x 4" x 1/4" fix it plates are permitted.
7. Must have minimum 1" gap between the welds of any added plate / bracket, this includes bumper / hump etc.
8. RIDE HEIGHT MEASURED FROM BOTTOM OF BUMPERS. FRONT MAX OF 22" REAR MAY NOT BE LOWER THAN 14" SUSPENSION.
9. Sheet metal repair is only allowed on driver's door.

HOODS, TRUNKS & DOORS

1. Hood must have at least a 10" X 10" hole on each side of the air cleaner for fire personnel. Hood/Trunk cutout bolts may be used. Max. 6 per hole, no larger than 3/8" bolts and 1 1/4" inch washers. Hood must be secured in four spots with 3/8" chain or four spots with three strands of #9 wire or four pieces of no more than 2" angle iron no longer than 2" in length with one 3/8" bolt may be used. Any place a bolt passes through a tie-down is considered one spot. You can use 3/8 chain or 9 wire (3 strands) to go around front bumper to the hood to keep bumpers from falling off this will not count as a tie down location take advantage of this!!
2. Doors may be secured in 3 places per vertical seam only when using one of the following options, max. 3/8" chains, #9 wire (3 strands), or 3 locations when welding 1/4" X 3" X 3" patches per vertical seam. Location of chain, #9 wire or plates do not need to remain on vertical seams but must adhere to total count (i.e. - a sedan with 3 vertical seams will be allowed 9 total spots to be used at driver's discretion). Trunk lids must be secured in 4 locations using #9 wire (3 strands) or 3/8 chain or welding 1/4" plate 3" x 3". you may also use 3/8 chain or #9 wire (3 strands) to go around the rear bumper to the trunk lid this will not count as a location but is recommended to keep bumpers from falling off.
3. All hoods must open on stock hinges or removed completely for inspection regardless of cutout size. You cannot weld the hood directly to the car.
4. All rear inner decking panels must be removed from station wagons. All body seams must be visible for inspection whether it is a used car that is bent or a fresh car that is pre-bent. All trunks must have an 8" X 8" hole must be cut for inspection.

BUMPERS

1. Any year OEM car bumper is permitted. You may cut or bend bumper ends for clearance. SMW light bumpers will be permitted.

2. No loaded bumpers.
3. Bumpers may be seam welded.
4. You may add two plates one on each frame rail they must be between the front of the frame and bumper – max size of 6" x 6" x 1/4" to help keep the bumper on. These plates must attach to the back skin of the bumper. You cannot weld your frame to your sub-frame or to these extra plates.
5. You may hardnose bumpers on no extra metal can be used other than what was specified.
6. Bumper shocks can be welded to the outside of the frame only 6" back starting at the front of the frame. Absolutely nothing inside of any frames. You may use 2" by 2" 1/4 tubing 6" long in place of a factory shock. Anything welded after 6" will be cut! No welding bumpers to bodies.
7. A bumper of 4" x 4" x 1/4" with a point to be no less than 32" width and 4" from front face and 4" in height. You may also use 2" x 6" x 1/4" in vertical orientation with no point. Ends must be capped and have an inspection hole of greater than 1". Bumper may not be wider than the center of the front tires, anything extending beyond will need to be cut. No gusseting of bumper internally.

ENGINES, TRANSMISSIONS & DRIVE SHAFTS

1. Engine & transmission swapping between manufactures is allowed. Do not strengthen frames or cross-members with mounts. Motor mounts may be bolted or welded to cross member only. One engine chain per side may be used max length 18" or closed loops no bigger than 3/8 chain, bolted to existing factory hole, or wrapped around crossmember only. Motor chains must go to the engine crossmember, straight down, and only one link can be welded to crossmember. Factory style transmission cross members must be used.
2. Motor mounts – OEM motor mounts can be replaced with Solid Mounts – The mounts cannot strengthen the frame!
3. The transmission mount must remain OEM or OEM replacement. No solid transmission mounts.
4. No engine cradles.
5. No slider drive shafts.
6. Aftermarket shifters, gas pedals, ignitions switches, transmission coolers, electric fans, and throttle linkages are allowed. Transmission braces are NOT allowed.
7. Water only in cooling system. Please drain antifreeze prior to arrival at the track. Any cooling system must be wired or bolted no welding. Water boxes may be used. Water box size will be limited to 28" x 31" and must be bolted in under the hood with no more than four 3/8" bolts using 1 1/4" inch washers.
8. Exhaust may exit under the car or straight up through the hood. Some type of air cleaner must be used. No open carbs will be allowed.
9. Two batteries per car are allowed. Batteries must be mounted securely to the passenger side floorboard and covered with a rubber mat. We require metal frames bolted or welded to the floor or chains. Do not use zip screws, ratchet straps or rubber straps. Do not strengthen car with the battery

box. We require metal frames bolted or welded to the floor or chains. Do not use zip screws, rubber straps or ratchet straps thru the floor. Do not strengthen car with the battery box.

10. Distributor protectors are NOT allowed. All large holes in firewall must be covered with tin, heavy rubber or fire-resistant material.

SUSPENSION & REARS

1. Any non-braced rear end may be used with a max count of 6 lugs.
2. Rear shocks to remain stock. You can chain the rear with 1 3/8 chain per side around the frame to rear no welding chain must be bolted.
3. No rear end brace allowed.
4. Suspension may be raised by using torsion adjustment.
5. Tie rod ends and ball joints must remain OEM. No welding of any suspension components to frame or No plating or added metal will be allowed to strengthen springs, struts, etc. NO TRUCK PARTS.
6. Factory leafed cars must have factory spring packs with correct step-downs. No more than two replacement clamps will be allowed on each spring pack. They may not exceed 1/4" X 2" X 5". No suspension conversions.
7. You cannot weld anything to the axle tubes.

TRUE CHAIN N' GO

Class is designed for entry level builds. Meant to be AFFORDABLE – If it didn't come like that from Factory, and is not specifically stated that you can – THEN DON'T - BECAUSE YOU CAN'T!

1. ALL GENERAL RULES FROM ABOVE APPLY.
2. Did you Read the Name of the class? Chain it and Go.
3. No Frame Swaps or Modifications (this means NO WELDING) – NONE.
4. Bumper Can be chained on, no welding.
5. Bumper swaps from 80's and newer is allowed, but must be bolted on.
6. Motor Swaps allowed if Motor is STOCK and available in that model and year. Must mount in same location and have same number of cylinders. i.e., V6 swapped in a stock V6 vehicle and same with V8-toV8 swaps. V6-to-V8 swap is not allowed. No aftermarket headers or exhaust through the hood.
7. Vehicle must remain STOCK – NO Motor Cradles.
8. SEAMS – CHAIN/WIRE only, no welding.
9. 2 Chains (5/16" max) OR 3Wraps of #9 wire on Vertical Seams – one on Horizontal Seams.

10. 2 connection points of chain or #9 wire are allowed on the hood and trunk. No connections to frame are allowed.
11. Driver Door Protection Recommended.
12. Absolutely No Aftermarket parts on Steering.
13. Shift mechanism must be stock for the make, model, and year of the vehicle.
14. 1980s and newer V6 and V8 cars only.
15. All vehicles must be 2wd, a 4wd or 4x4 car can be used as long as one driveshaft has been removed, and mechanically disabling the 4wd function.
16. Ignition and wiring must be in stock form. A push button start is allowed, no other wiring modifications are allowed.
17. Car must retain factory wheels (no modifications) and have approximate stock sized DOT tires.

SUPER STOCK

Class is designed for most larger cars except for the following: Ambulances, Hearses, Imperials, Sub frame Imperials, Limos ect. (Please call for vehicle qualification).

GENERAL

1. Please maintain the STOCK STYLE of build stated in the rules.
2. ALL GENERAL RULES FROM ABOVE APPLY.

DRIVETRAIN

1. A Lower engine cradle and front plate only no distributor protector, don't go crazy welding lower cradle in or you will cut. Only weld what is necessary.
2. No aftermarket bells or tail-shafts. Transmission case must be stock, no material added.
3. OEM crossmembers only. Frame extensions must have 1" clearance in all directions.
4. Any OEM passenger car rear, with factory 5-lug pattern maybe used. NO BRACING, pinion brake permitted. No axel savers.
5. 1998 and newer must run factory watts link no exceptions.
6. Motor swaps and aftermarket bolt ins such as shifters and pedals allowed.
7. Slider drive shafts are allowed.

WHEELS AND TIRES

1. Any wheel and tire combination allowed.

2. No liquid filled tires.

BUMPERS

1. Any year OEM car bumper is permitted. You may cut or bend bumper ends for clearance. SMW bumpers (light) will be permitted or comparable.

2. No loaded bumpers.

3. Bumpers can be Full Seam Welded.

4. You may add two plates one on each frame rail they must be between the front of the frame and bumper – max size of 6" x 6" x 1/4" to help keep the bumper on. These plates MUST attach to the back skin of the bumper. You cannot weld your frame to your sub-frame or to these extra plates.

5. You may hardnose bumpers on no extra metal can be used other than what was specified.

6. Bumper shocks can be welded to the OUTSIDE of the frame only 6" back starting at the front of the frame. Absolutely nothing inside of any frames. You may use 2" by 2" 1/4 tubing 6" long in place of a factory shock. Anything welded after 6" will be cut!!!

7. No welding bumpers to bodies.

8. Notching and pre-bending will be allowed. Do not weld notches back together.

9. RIDE HEIGHT MEASURED FROM BOTTOM OF BUMPERS. FRONT MAX OF 22" REAR MAY NOT BE LOWER THAN 14".

10. A bumper of 4" x 4" x 1/4" with a point to be no less than 32" width and 4" from front face and 4" in height. You may also use 2" x 6" x 1/4" in vertical orientation with no point. Ends must be capped and have an inspection hole of greater than 1". Bumper may not be wider than the center of the front tires, anything extending beyond will need to be cut. No gusseting of bumper internally.

SUSPENSION

1. All suspension to remain stock.

2. OEM, COILS, SHOCKS only.

3. No leaf conversions.

4. Rear shocks and coil springs must remain stock and in stock location.

5. HUMPS MAY BE CHAINED AROUND REAR IN ONE SPOT PER SIDE. No welding chain.

6. 2003 and newer Vic's may run 80's ford spindles only, all other suspension components must be an OEM part that is available for 03' and new Ford, Lincoln, and Mercury passenger cars.

STEERING

1. All steering components are to remain stock.

2. Aftermarket steering column is permitted.

3. No Hydraulic steering systems.

4. NO REINFORCEMENTS.

FRAME

1. (4) 4"x4" ¼" Thick "Fix it Plates" are allowed. Must be painted red.

2. Must have minimum 1" gap between the welds of any added plate / bracket, this includes bumper / hump etc.

3. no pinning, plating of frames. STOCK only.

4. Frame can be shortened to the factory core support location only.

5. NO TILTING OR COLD BENDING.

6. No Frame repair unless preapproved.

BODY

1. Driver's door may be welded solid.

2. All other doors must use 3/8 chain / #9 wire (3 wraps per location) or 3" x 3" x ¼" steel at 3 connections per vertical seams.

3. Trunk may be tucked but cannot connect to trunk floor in any fashion. TRUNK CANNOT BE DISHED.

4. Hood must have a minimum of 2 10" holes one per side.

5. Trunk must have 12" inspection hole.

6. Hood and trunk may be fastened in 4 spots using #9 wire (3 wraps), 3/8 chain or 3" x 3" x ¼" plate (welded to body only) . Up To ½" All Thread allowed. Must not be fastened to frame in any way. You may also fasten hood and trunk in 2 extra locations to your bumpers using 3/8 chain or #9 wire (3) wraps.

7. Creasing the body is allowed, quarters must be in factory vertical position.

8. Sheet metal repair is only allowed on driver's door.

9. ALL BODY MOUNTS MUST REMAIN IN STOCK LOCATIONS. If OEM body mounts are used, the portion of the OEM mount between the frame and body cannot be altered including the metal cone inside of rubber mount. If you chose to replace OEM body mounts, the OEM mounts may only be substituted with an actual rubber hockey puck (no homemade plastic or metal spacers allowed). They must be positioned in the original location and with the same intent as the factory installs them, but bolts may travel through the top of floor. Body mount bolts may be replaced with the factory size bolt for that vehicle. A washer, no larger than 1/4" x 4" x 4", may be placed on the top (inside car where bolt sticks through floor) and bottom of body mount bolts inside of frame. No welding washers to car body or frame. Do not add or relocate and body mounts and/or bolts. K-member and subframe mounts will be considered body mounts. Maximum size of k-member or subframe bolts permitted is the OEM size for that vehicle. Compact cars with subframes and full size subframe and pinch frame cars may replace OEM mounts with

hockey pucks. There must be a 1" space in between the frame and the body, DO NOT MODIFY THE HOCKEY PUCKS IN ANY WAY.

CAGE

1. 4-point cage is recommended.
2. MAXIMUM THICKNESS OF CAGE MATERIAL 4" x 4" x 3/8" OR 2" x 6" x 3/8" side bar length is center of the rear kick panel absolutely nothing fastened to the cage.
3. Gas tank protector allowed. Max width of gas tank protector 32" and must stay 1" from packing tray, and 5" from floor. Wagon Gas tank protector must be in front of rear axle, and be 32" wide.
4. No down bars.
5. Dash bar must be 5" from firewall.
6. Halo recommended and bolted to roof.
7. No swapping frames. They must be correct for the model year.
9. Only one rear protector bar from speaker deck to roof maybe used and not to be connected to any portion of the cage or halo bar. Maximum size for any protector bars is 2" x 2" x 1/4".
10. Drivers front door must have Padding between themselves and door.
11. If it does not say you can do it. It is NOT PERMITTED. If you have questions or concerns, please call first.

PRO-STOCK (WELD CLASS)

Class is designed for most larger cars except for the following: Ambulances, Hearses, Limos ect. (Please call for vehicle qualification).

GENERAL

1. No wedging of cars. Quarters must remain upright for pre-ran or new build.
2. Any motor and transmission. Transmission cooler permitted in cockpit tightly secured.
3. Full cradles permitted. No kickers with full cradles.
4. If you do not have a full cradle, you may run 2 – 2"x2"x1/4" kickers from dash bar to at least 6" behind the A-arm on top of the frame. There must be a 6" gap from the where the kicker meets the frame and the A-Arm.
5. If lower cradle is used you may use a trans with mid plate, but no distributor protector.
6. Transmission crossmember may be a max of 2" x 2" x 1/4" tubing connected to frame by 4" x 6" x 1/4" angle, with a max length of 6". Crossmembers must not go through the frame and must go straight

across. Transmission may have steel bell, steel shaft and may have transmission brace with solid tranny mount connected to crossmember only.

7. Slider driveshaft permitted.

8. ANY REAR BRACING ALLOWED. NO BRACING MAY ATTACH TO BODY, FRAME OF PACKAGE TRAY AND CANNOT STRENGTHEN CAR IN ANY WAY.

9. Bracing of rear must occur between humps measured from innermost point of frame aka width of package tray. NO BUMP STOPS.

10. A plastic mechanical fan is allowed if it is fully covered by hood and fenders. You may be asked to remove it if it is not covered or shrouded.

WHEELS AND TIRES

1. Any tire and wheel combination ok, just no liquid filled tires.

2. Full wheel centers permitted; valve stem protectors allowed may not extend out past the wheel further than 1". lip protectors, bead locks ARE PERMITTED.

3. Wheels may be spaced 1/2" with additional center.

4. No external rubber or other material on the outside to protect the tire.

BUMPERS

1. Both front and back bumpers may be any OEM bumper. Bumpers may be loaded internally meaning within the factory skins.

2. No sharp edges, End caps permitted.

3. May be seam welded.

4. HOMEMADE BUMPERS ARE PERMITTED BUT MUST MEET THE FOLLOWING. SPECIFICATIONS. MUST NOT EXCEED 8"x8". IF IT HAS A POINT THE POINT MAY NOT EXTEND MORE THAN 4" FROM FLAT FRONT OF BUMPER. Flat back of bumper to furthestmost point of bumper can be a MAX of 12". Meaning 8" Thick Bumper – 4" point. If the Bumper is 6"x6" or less you still MAY NOT EXCEED the 4" point from Front Flat of bumper, NO EXCEPTIONS. TAPER OVER 32". Bumpers cannot be sleeved around frame OR built around frame. Bumper must be built from flush mounting SURFACE forward, not backward around frame.

5. Bumper mounting: you may use a 2" x 2" x 12" 3/8" SQUARE TUBING OR A 4"x12" 3/8" thick plate on outside of frame. (1 per frame rail) Measurement for plating starts at the end of the frame. Plating can be on outside of frame top, bottom, left, or right. NO LOADING OF THE CONTOUR

6. Measurement of tubing from back of bumper with straight edge.

7. Bumpers may not be lower than 14"s or higher than 22". Measurement taken from bottom of bumper.

SUSPENSION

1. 2003 and newer cars may replace the factory aluminum cradle with a weld in cradle or SMW bolt in.
2. 80'-02' cut outs and gm cuts out must adhere to the following when welding in. A single pass of weld will be used. A 1/2 rod 12" long rod can be used as filler. 1 per frame rail. Absolutely no extra metal then what is listed. The rod must be painted red!!!
3. Tie rods may be reinforced.
4. If choosing to swap an 80s style body onto a 03 and newer frame, the car will be inspected as a 03 and newer and above rules will apply.
5. Cars do not have to bounce.
6. Rear suspension may be 1" all thread.
7. Coils may be welded to the rear and banded to the body in one spot.
8. LEAF SPRING CONVERSIONS max 7 leaf's no truck springs no hump plates on leaf conversions or factory leaf cars.
9. NO AFTERMARKET A-ARMS.
10. Front suspension may be solid. A-arms may be locked down using 2 – 2" x 4" x 1/4" plates per side. They maybe welded no more than 2" from the A-arm.
11. A-Arms may be swapped OEM to OEM. Ball joints MAY BE AFTERMARKET AND may be welded in. Spindles OEM to OEM, NO aftermarket spindles
12. Front shock can be 1" all thread. No Ski springs. Nothing at all is permitted on top of the coil springs. Coil pockets may not be reinforced in any fashion.
13. SWAY BAR MUST USE FACTORY MOUNTS AND CANNOT BE WELDED.
14. Humps may be chained around rear one spot per side. IF DOING SO YOU MAY EITHER WRAP THE CHAIN AROUND HUMPS AND REAR ONCE ON EACH SIDE AND BOLT CHAIN TOGETHER OR YOU MAY WELD (1) ONE FULL CHAIN LINK TO FRAME TO SECURE CHAIN. THIS MEANS ONE LINK PER CHAIN.
15. Watts link kits are permitted. If using a watts link aftermarket or homemade it must bolt to the package tray utilizing only 7/16" maximum bolts. You MAY NOT, bolt through the package tray to the body. NO WELDING TO PACKAGE TRAY. Watts link uppers must be NO BIGGER THE 8" X 8" MAX. Lower's may be a max of 2" x 2" 1/4" square cut for desired pinion angle and mounted in one fashion. A bracket on the inside of the frame may be welded but lower 2x2 must bolt to that bracket. MAX LENGTH OF LOWER MOUNTING BRACKET IS 6". MAX OF 3"X3" LOWER trailing arm. CANNOT BE WELDED IN ANY FASHION. WATTS LINK KIT CAN ONLY BE BOLTED TO PACKAGE TRAY NO WELDING
16. Leaf Sprung Wagons and Sedans No aftermarket leaf packs; flat stacking will be allowed. 7 leaf's maximum, 5/16" maximum thickness, 2" stair step AND STAGGER, 4 clamps per LEAF PACK. Clamps maximum of 1/4" thickness 2" max width and bolted with 3/8" bolts.

STEERING

1. Steering boxes must be mounted at the factory location; however, you may utilize an aftermarket adapter plate if you prefer to change steering box OEM to OEM between manufactures.
2. TIE RODS MAY BE REINFORCED. AFTERMARKET PERMITTED. HEIM JOINTS PERMITTED.
3. Aftermarket steering columns permitted.
4. Center link must remain factory.

FRAME

1. SEAM WELDING A-ARMS FORWARD IS PERMITTED. NO OTHER SEAMS MAY BE WELDED.
2. TILTING PERMITTED. YOU MAY TILT IN ONE SPOT PER RAIL ONLY NO EXCEPTIONS. NO EXTRA METAL IS ALLOWED TO BE ADDED TO WELD CAR BACK TOGETHER. 1/2" MAX BEAD. IF YOU DO NOT TILT AT THE BOX, YOU ARE NOT PERMITTED TO WELD OVER THE BOX WELDS, ONLY WHERE YOU TILTED THE CAR
3. A max of 4 "Fix-It" Plates may be applied as well as be formed to frame or bent but MUST meet the following specifications.
 - a. No larger than 4" x 4" x 1/4" and may not be cut into multiple plates.
 - b. Must be fixated on any external side (top, bottom, or sides) of frame. No internal plating.
 - c. Must be designated by red paint.
 - d. No interior framing or pinning permitted.
 - e. Must have minimum 1" gap between the welds of any added plate / bracket, this includes bumper / hump etc.
4. Rear frame may be dimpled or cut for rolling.
5. On non-leaf spring cars a 22" x 6" x 3/8" MAX HUMP PLATE IS PERMITTED ON THE OUTSIDE OF FRAME CLOSEST TO WHEEL. Hump plates must be between the body mount in front of the arch and the body mount behind the arch. You choose the exact location.
6. No painting or undercoating on frames. No putty.
7. You may swap frames, but the car will be inspected based on make model and year of frame.
8. FRAMES MAY BE CLIPPED MUST REMAIN SAME MAKE MODEL AND GENERATION/ERA.
9. All body mounts may be changed to 5/8" BOLTS OR ALL THREAD WITH A MAX LENGTH ON BOLTS OR ALL THREAD 6". CORE SUPPORT ALL THREAD IS THE ONLY BODY MOUNT THAT MAY RUN ALL THE WAY TO BOTTOM OF FRAME.
10. A 1" space must be always maintained. This may be achieved utilizing any of the following: solid, OEM, Hockey pucks.
11. Boxes are limited to 4" space. Core supports a MAX space of 8". Core support spacers only, may be welded.

12. Rust repair is limited; ALL MUST BE PREAPPROVED.

BODY

10. The Driver's door may be welded solid, and you may have full door skin 1/4" max overlapping no more than one inch of seam. DOOR SKIN NOT PERMITTED ON REAR DOORS No protruding metal or rails outside driver's door.

11. All other door seams may be welded in a 5" on 5" off fashion. Outside seem only.

12. Trunk 5" on 5" off.

13. Trunks may be dished or canoed. A 2" space must remain from trunk floor to trunk lid. Measurement will be taken from lowest point of lid and highest point of trunk if beat up.

14. YOU MAY ONLY USE THE FACTORY TRUNK LID NO HOODS. SPEAKER DECK MAY BE REMOVED

15. Mandatory: 2 10" holes one per side of trunk lid for inspection. Holes may be bolted with 3/8" bolts in 10 spots.

16. Trunk may be tucked.

17. Hood: May be secured in 6 Spots. Can be chained or bolted. If bolted, you may only do so in the following fashion: Angle 2" x 2" MAX 6" IN LENGTH WITH 8 TOTAL BOLTS. MEANING 2 CORE SUPPORT ALL THREAD AND 6 BOLTS THROUGH ANGLE TOTAL. maximum of 1/2" bolts. NO NINE WIRING HOODS. FRONT CORE SUPPORT MAY BE USED AS 2 SPOTS UP TO 1" ALL THREAD. ALL THREAD MAY NOT RUN THROUGH FRAME RAIL. MAX OF 3"x 1/4" WASHERS.

18. A minimum of 2 12" holes must be cut. Holes may be bolted with a maximum of 3/8" bolts and a max total of

16. WAGONS, HAND HOLES COVERS MUST BE REMOVED FOR INSPECTION.

19. Fenders may be cut and rolled for clearance and welded back together or bolted a max of 8 times with 3/8" max bolts.

20. All fenders and body lines may be creased both horizontal and vertical. Be creative.

21. However, side rear fenders must remain upright in factory location, not beat down or inward even on pre-ran cars.

22. Expanded metal Permitted at core support for radiator protection. MAX SIZE OF EXPANDED METAL 1/4". Water only in the Radiator.

23. No wedging.

24. Speaker Deck may be removed or beat down. No rewelding of speaker deck in new locations.

25. Roof sign Mandatory for Identification.

26. No additional #9 wire, banding, chain or cord allowed other than specified.

27. Sheet metal repair is only allowed on driver's door.

CAGE

1. 4 point "floating cage" dash bar, rear seat bar two side rails. In addition to side rails a center bar from rear bar to dash bar. All cage must remain inside cockpit.
2. Dash bar must remain 5" from the firewall. IN ADDITION, ALL CAGE COMPONENTS, MUST REMAIN 5" AWAY FROM SHEET METAL INCLUDING TRANSMISSION TUNNEL.
3. Side bars can extend beyond DASH BAR 5 INCHES MAX AND CANNOT ANGLED IN ANY FASHION NOTHING OTHER THAN SIDE BARS MAY BE PAST THE DASH BAR.
4. THE SIDE BARS MAY NOT EXTEND PAST THE REAR KICK PANEL.
5. Cage may be gusseted at corners. GUSSETS THAT RUN PARALLEL WITH FLOOR WILL BE ALLOWED. NO VERTICAL GUSSETS.
6. ON DRIVERS SIDE AND PASSENGERS SIDE... A DOWN BAR IS PERMITTED BETWEEN DASH BAR AND REAR SEAT BAR FOR DRIVER PROTECTION OR EQUIPMENT MOUNTED ON FLOOR PROTECTION. HOWEVER, THE BAR MUST BE PLACED 10" OR FURTHER BEHIND BASH BAR and only welded to body SHEET METAL not to the frame!!
7. A gas tank protector is permitted. No Wider than 32". Gas tank protectors may butt up against the package tray
8. Halo bars recommended. Halo may be bolted to the roof in 2 spots max. HALO BARS MUST BE ON OUTSIDE OF CAR
9. From the halo bar a front bar may be used and can connect to the dash bar and welded WITH A MAX SIXE OF 2X2 INCH SQUARE TUBING.
10. Rear window bar. Limit of 2" x 2" x ¼" from halo to speaker deck. A 5" x 5" plate is permitted at the bottom of the rear bar and may overlap and be welded to the trunk lid. This plate must coincide with the 5 on 5 off rule.
11. MAXIMUM THICKNESS OF CAGE MATERIAL 4"X4" OR 2"X 6' NO PASSENGERS.
12. FENDERS must remain upright and parallel. Body mounts must be utilized in factory locations. 3" maximum washers. Body bolts may only pass through the top of the frame. IF FENDERS ARE WRAPPED, THEY MAY NOT BE WELDED OR BOLTED BACK TOGETHER TO BODY.
13. ABSOLUTELY NO PLASTIC FUEL CELLS> MUST BE AFTERMARKET PRESSURE TESTED FUEL CELL. For your convenience and ours, please remain within rules. If it does not say you can do it. It is NOT PERMITTED. If you have questions or concerns, please call first.

SMALL CARS

1. ALL GENERAL RULES FROM ABOVE APPLY.
2. SMALL-CARS (110" and under for FWD, and 106" and under for RWD).
3. Any year foreign or domestic mass-produced SUV or minivan 4 or 6 cylinder only.

4. Cars are to be stock unless specifically mentioned in these rules. No altering, swapping, welding or manipulating parts unless specifically mentioned. Patching and rust repair will be allowed only if cleared by head official.

5. 4WD and All-Wheel Drive are prohibited from competing. Any vehicle that has 4WD or AWD capabilities MUST have either of the drive end's mechanically disabled.

6. No re-stubbing of cars will be allowed. OEM frames, frames parts, and crossmembers ONLY, unless stated otherwise. If it's not in these rules it doesn't mean you can do it call with questions.

CAGES

1. Bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. They must be at least 5" from the center of the fire wall and floor at any point including transmission and driveshaft tunnels. The back bar may not be any further back than the kick panels. Front bar may not contour the body. It must run straight across. All bars MUST be inside the driver's compartment except roof bar. All cage bars must be a minimum of 2" x 2" x 1/8" and be no bigger than 4" x 4" 1/4" or 2" x 6" x 1/4" except side bars. Side bars may be C-channel up to 6". Side bars length no longer than 64". If side bars are used, you MUST have both front and rear cross bars. If side bars are not used, mounting plates not exceeding 6" x 6" x 1/4" may be used on the ends of the seat bar and dash bar. No down bars. The halo must come off your rear seat bar. Max. 3" X 3" bars or 6" c-channel. IF YOU CAN NOT WELD THEN BOLT!!! The cage and roll over are for drivers' safety ONLY may not strengthen the car in any way your battery box or gas tank may attach to sheet metal only. 1 gusset per corner allowed, do not get carried away of you will cut it. No floating plates, 9 wire, chain, etc. can be used between the cage and frame or body except where stated.

2. NO More than Two (2) windshield bars may be attached from the roof (no more than 3" up the roof) to the cowl area (no more than 3" below) on the front windshield area only to protect the driver. Only one rear protector bar from speaker deck to roof maybe used and not to be connected to any portion of the cage or halo bar. Maximum size for any protector bars is 2" x 2" x 1/4". This may not be used as a strengthener or to keep a car from bending.

BODY & FRAME

1. ALL BODY MOUNTS MUST REMAIN IN STOCK LOCATIONS. If OEM body mounts are used, the portion of the OEM mount between the frame and body cannot be altered including the metal cone inside of rubber mount. If you chose to replace OEM body mounts, the OEM mounts may only be substituted with an actual rubber hockey puck (no homemade plastic or metal spacers allowed). They must be positioned in the original location and with the same intent as the factory installs them, but bolts may travel through the top of floor. Body mount bolts may be replaced with the factory size bolt for that vehicle. A washer, no larger than 4" x 4" x 1/4", may be placed on the top (inside car where bolt sticks through floor) and bottom of body mount bolts inside of frame. No welding washers to car body or frame. Do not add or relocate and body mounts and/or bolts. K-member and subframe mounts will be considered body mounts. Maximum size of k-member or subframe bolts permitted is the OEM size for that vehicle. Compact cars with subframes and full size subframe and pinch-frame cars may replace OEM mounts with hockey pucks. There must be a 1" space in between the frame and the body, DO NOT MODIFY THE HOCKEY PUCKS IN ANY WAY.

2. Notching and pre-bending will be allowed. Do not weld notches back together. Do not "enhance" or crease body lines.
3. A 3/8" thick plate may be used to skin the outside of the driver's door. Skin cannot extend further forward or backwards of the driver door seams.
4. Wedging and lowering of trunk area will not be allowed. Trunk lids may be cut or bent to tuck. Quarter panels must remain vertical and factory height. If you tuck the trunk, it must go straight up and down to the trunk pan.
5. Do not paint or undercoat frames inside or out. Do not grind or buff frames. If you weld on the frame other than what is specified you will be loaded.
6. (4) 4" x 4" x 1/4" fix it plates are permitted. Must have minimum 1" gap between the welds of any added plate / bracket, this includes bumper / hump etc.
7. RIDE HEIGHT MEASURED FROM BOTTOM OF BUMPERS. FRONT MAX OF 22" REAR MAY NOT BE LOWER THAN 14" SUSPENSION.

HOODS, TRUNKS & DOORS

1. Hood must have at least a 10" X 10" hole on each side of the air cleaner for fire personnel. Hood/Trunk cutout bolts may be used. Max. 6 per hole, no larger than 3/8" bolts and 1 1/4" inch washers. Hood must be secured in four spots with 3/8" chain or four spots with three strands of #9 wire or four pieces of no more than 2" angle iron no longer than 2" in length with one 3/8" bolt may be used. Any place a bolt passes through a tie-down is considered one spot. You can use 3/8 chain or 9 wire (3 strands) to go around front bumper to the hood to keep bumpers from falling off this will not count as a tie down location TAKE ADVANTAGE OF this!!
2. Doors may be secured in 3 places per vertical seam only when using one of the following options, max. 3/8" chains, #9 wire (3 strands), or 3 locations when welding 1/4" X 3" X 3" patches per vertical seam. Location of chain, #9 wire or plates do not need to remain on vertical seams but must adhere to total count (i.e. - a sedan with 3 vertical seams will be allowed 9 total spots to be used at driver's discretion). Trunk lids must be secured in 4 locations using #9 wire (3 strands) or 3/8 chain or welding 1/4" plate 3" x 3". you may also use 3/8 chain or #9 wire (3 strands) to go around the rear bumper to the trunk lid this will not count as a location but is recommended to keep bumpers from falling off.
3. All hoods MUST open on stock hinges or removed completely for inspection regardless of cutout size. You cannot weld the hood directly to the car.
4. All rear inner decking panels must be removed from station wagons. All body seams must be visible for inspection whether it is a used car that is bent or a fresh car that is pre-bent. All trunks must have an 8" X 8" hole must be cut for inspection.

BUMPERS

1. Any year OEM car bumper is permitted. You may cut or bend bumper ends for clearance. SMW light bumpers will be permitted.
2. No loaded bumpers.

3. Bumpers may be seam welded.
4. You may add two plates one on each frame rail they must be between the front of the frame and bumper - max size of 6"x 6" x 1/4" to help keep the bumper on. These plates MUST attach to the back skin of the bumper. You cannot weld your frame to your sub-frame or to these extra plates.
5. You may hardnose bumpers on no extra metal can be used other than what was specified.
6. Bumper shocks can be welded to the OUTSIDE of the frame only 6" back starting at the front of the frame. Absolutely nothing inside of any frames. You may use 2" by 2" 1/4 tubing 6" long in place of a factory shock. Anything welded after 6" will be cut! No welding bumpers to bodies.
7. A bumper of 4" x 4" x 1/4" with a point to be no less than 32" width and 4" from front face and 4" in height. You may also use 2" x 6" x 1/4" in vertical orientation with no point. Ends must be capped and have an inspection hole of greater than 1". Bumper may not be wider than the center of the front tires, Anything extending beyond will need to be cut. No gusseting of bumper internally.

ENGINES, TRANSMISSIONS & DRIVE SHAFTS

1. Engine & transmission swapping between manufactures is allowed. Do not strengthen frames or crossmembers with mounts. Motor mounts may be bolted or welded to cross member ONLY. One engine chain per side may be used max length 18" or closed loops no bigger than 3/8 chain, bolted to existing factory hole or wrapped around crossmember only. Motor chains MUST go to the engine crossmember, straight DOWN, and only ONE LINK can be welded to crossmember. Factory style transmission cross members must be used.
2. Motor Mounts – OEM Motor Mounts can be replaced with Solid Mounts – The Mounts CANNOT strengthen the frame!
3. THE TRANS MOUNT MUST REMAIN OEM or OEM replacement. NO SOLID Transmission MOUNTS.
4. No engine cradles.
5. No slider drive shafts.
6. Aftermarket shifters, gas pedals, ignitions switches, transmission coolers, electric fans, and throttle linkages are allowed. Transmission braces are NOT allowed.
7. Water only in cooling system. Please drain antifreeze prior to arrival at the track.
8. Any cooling system must be wired or bolted no welding. Water boxes may be used. Water box size will be limited to 28" x 31" and must be BOLTED in under the hood with no more than four 3/8" bolts using 1 1/4" inch washers.
9. Exhaust may exit under the car or straight up through the hood. Some type of air cleaner must be used. No open carbs will be allowed.
10. Two batteries per car are allowed. Batteries must be mounted securely to the passenger side floorboard. and covered with a rubber mat. We REQUIRE metal frames bolted or welded to the floor or chains. Do not use zip screws, ratchet straps or rubber straps. Do not strengthen car with the battery

box. We REQUIRE metal frames bolted or welded to the floor or chains. Do not use zip screws, rubber straps or ratchet straps thru the floor. Do not strengthen car with the battery box.

11. Distributor protectors are NOT allowed. All large holes in firewall must be covered with tin, heavy rubber or fire-resistant material.

SUSPENSION & REARS

1. Any non-braced rear end may be used with a max count of 6 lugs.
2. Rear shocks to remain stock. You can chain the rear with 1 3/8 chain per side around the frame to rear no welding chain must be bolted.
3. No rear end brace allowed.
4. Suspension may be raised by using torsion adjustment.
5. TIE ROD ENDS, BALL JOINTS MUST REMAIN OEM. No welding of any suspension components to frame or No plating or added metal will be allowed to strengthen springs, struts, etc. NO TRUCK PARTS.
6. Factory leafed cars must have factory spring packs with correct step-downs. No more than two replacement clamps will be allowed on each spring pack. They may not exceed 1/4" X 2" X 5". No suspension conversions.
7. YOU CANNOT WELD ANYTHING TO THE AXLE TUBES.

V8 TRUCK CLASS

V8 truck class is for ½ Pick-up trucks, Smaller V8 Trucks. SUV's, and Vans

1. Half ton trucks with HALF TON SUSPENSION and maximum of 6 lug axles only permitted.
2. 4-wheel drives permitted but must remove one driveshaft.
3. SUVs allowed.
4. No leaf conversions.
6. No kickers of any fashion will be allowed no matter the interpretation.

CAGE

1. 4 Point cage permitted with gussets in the corners, maximum 6" cage material. You may have a gas tank protector in the bed. or off seat bar in Suv, tank protector max 32"wide, tank protector may weld to the floor of the bed but may not attach to the frame, tank protector may not go further back than the front of the wheel tubs in the bed. Gas tank protector is not for strengthening only to protect tank.

2. Halo bar is MANDATORY WITH A BAR FROM HALO TO DASH BAR MAX SIZE ON BAR FROM HALO TO DASH BAR IS 2"X2"

3. ONE REAR WINDOW STRAT MAX 3" WIDE 1/4" THICK 3" ABOVE WINDOW AND 3" BELOW.
4. DASH BAR MUST REMAIN 5" FROM FIRE WALL AND ALL CAGE MATERIAL MUST REMAIN 5" OFF OF FLOOR. SIDE BARS MAY EXTEND PAST THE DASH BAR 5" MAX AND MAY NOT ANGLE IN ANY FASHION. SIDE BAR CAN BE NO FARTHER BACK THAN THE REAR KICK PANEL OF SECOND ROW IN SUV MEANING FIRST ONE BEHIND DRIVERS' SEAT. IN SUV THE GAS TANK PROTECTOR MUST BE IN FRONT OF REAR AXEL WITH A MAX WIDTH OF 32". 4X4" MAX MATERIAL. CAGE MAY BE GUSSETED HOWEVER NO VERTICAL GUSSETS WILL BE ALLOWED.

BODY

1. Front doors may be welded solid all other doors may be welded with a 5"on 5" off pattern this includes rear doors and tailgates. DRIVERS DOOR SKIN IS PERMITTED 3/8" MAX AND MAY EXTEND PAST DOOR SEAM 2" FRONT AND BACK.
2. When welding tailgates or rear doors they may be welded to the bumper using the 5" on 5" off pattern.
3. If you elect to drop the tailgate down behind the frame, no rear bumper will be permitted, tailgate may be welded to the end of the frame.
4. Cab and bed may be welded solid.
5. Hoods may be bolted or wired in 8 spots, two spots may go around bumper, you may use 2" x 2" x 1/4" angle 6" long to bolt hood shut with a max of 2 bolts per angle.
6. Body/Bed may be bolted solid to frame with 5/8" bolts with maximum 3" washers top and bottom with the exception of the two mounts in the core support, these may be 1" all thread and be used as two of your hood bolts.
7. Quarter panels must remain upright, no wedging.
8. CORE SUPPORT MAY HAVE RADIATOR PROTECTION WITH EXPANDED METAL OR SIMILAR APPROVE SHEET MAX OF 1/4" THICKNESS IN FRONT OF RADIATOR. THIS MAY BE STICK WELDED IN 10 TOTAL SPOTS 2" LONG OR BOLTED 8 TIMES WITH 3/8" MAX BOLTS MAX LENTH OF 3"

FRAME

1. Any OEM front and rear loaded bumpers permitted with all work done inside of bumper HOMEMADE BUMPERS ARE PERMITTED 8"X8" MAX, POINT MUST TAPER OVER 32" AND POINT MAY NOT EXTEND BEYOND 4" OF FLAT FRONT OF BUMPER. SMW BUMPERS PERMITTED. BUMPERS MAY BE A MAX OF 24" HIGH AND A MINIMUM OF 16". MEASUREMENT FROM BOTTOM OF BUMPER.
2. You may have a factory bracket OR a piece of 4"x4" tubing welded no more than 4" back on frame to attach bumpers front or rear. THE FACTORY BRACKET MAY BE WELDED 6" MAXTOP AND BOTTOM.
3. You may weld the factory shackle brackets to the frame, NO ADDED MATERIAL.
4. You may weld the factory frame cross members into the frame using the following method you may have a 1" weld for each rivet that holds the cross member in from the factory. Do not abuse this rule.

5. You are allowed 4 – 4" x 4" 1/4" Fix-It plates welded on.
6. Must have minimum 1" gap between the welds of any added plate / bracket, this includes bumper / hump etc.

SUSPENSION

1. Tie rods may be reinforced, no heim joint style tie rods must have factory style ends.
2. You may use 2 4"x4"x 1/4" plates to weld A-Arms down one on front and back of each upper a-arm if your front suspension is leaf spring you may use a piece of 2"x2" tubing from the frame to the axle no more than 3" welded to frame.
3. You may use 1" all thread for shocks.
4. You may have 4 leaf spring clamps on each side, two in front of axle and two behind, maximum size material for clamps is 2" wide by 3/8" thick. NO AFTERMARKET LEAF PACKS.

DRIVETRAIN

1. Lower cradle, front plate and pulley protector only no other engine or transmission protectors allowed.
2. Slider shafts permitted.
3. Rear axles may be braced.
4. Engine mounts may be solid but cannot add strength to the frame!