



OFFICIAL RULEBOOK

MANDATORY SAFETY RULES FOR ALL CLASSES:

***ALL VEHICLES INTENDING TO COMPETE IN THE DEMOLITION DERBY MUST CHECK IN BETWEEN 11:00 AM-2:30 PM. DRIVER'S MEETING WILL BE AT 4:15 PM WHICH IS MANDATORY ATTENDANCE FOR DRIVERS AND PIT CREWS.**

1. Any vehicle driving in the pits may not exceed 5 MPH or will be subject to disqualification. This includes your pit crew and/or family member's vehicles.
2. Seatbelts and DOT Certified helmets, as well as long pants, closed toed shoes and long sleeve shirt cotton must be worn in the arena area at all times. Firesuits are preferred, but not required. Drivers may not leave their vehicle at any time, unless ordered by the officials or firefighters.
3. Any vehicle leaving the arena during heat or mains shall be immediately disqualified
4. NO team driving is allowed.
5. NO communication devices are allowed in the helmets or vehicles. NO iPods, MP3 players and/or musical devices may be used in the arena. You must be able to hear the judges and the announcer. When you hear the horn from a judge or the announcer asking to stop, you MUST stop immediately or you may be disqualified.
6. NO deliberate hits to front doors or you will be disqualified immediately. This is subject to the judge's ruling. Front door hits are illegal. If the hit is deemed by TWO officials to be careless or intentional, you may be disqualified; however, if you use your driver's door as a defense, we will not enforce this rule. If you use the door defense repeatedly you may be disqualified.
7. NO deliberate hitting of any vehicle already over the barrier. This is subject to the judge's ruling.
8. NO pit crew, family and/or friends may enter the arena at anytime.
9. Any driver or pit crew member found to be harassing any of the officials, including inspection crew, may be disqualified. - Use of vulgarity, or if you are believed to be under the influence of alcohol and/or drugs, will result in disqualification and/or removal from the premises.
10. You must hit a legal vehicle within 45 seconds or you will be disqualified. This is subject to the judge's ruling.
11. You CANNOT hit any vehicle on or over the barrier.
12. All demolition derby vehicles must be removed from the facility by 8:00 AM the day following the derby, or it will be considered a donation to the local salvage operator.
13. The driver's arms, hands, head, etc. must remain inside vehicle at all times.
14. All drivers must have a valid driver's license. Any person under the age of 18 must have both parents or guardians sign the consent form at registration.

15. Neck braces are encouraged, but not required.
16. ALL paid contestants have agreed to accept the "NO REFUND" policy regarding weather, track conditions, cancelation of event or official's decisions. If your vehicle does not pass the inspection process, you are NOT entitled to a refund.
17. Any vehicle deemed unsafe will be cause for disqualification. Any unsportsmanlike conduct will result in disqualification and/or removal from the arena.
18. There is a 2 fire rule in a heat. Upon the 2nd fire you will be out of the heat; however, your time will continue to run as if you were stuck. If you must be removed from your car for any reason, your time will run out accordingly
19. You must be under power and moving to be considered a hit.
20. No intentional hitting of a non-flagged vehicle.
21. If a vehicle is flipped or rolled over, you will not be allowed to compete for the rest of that heat. Your time will continue as if you were stuck.
22. Any driver or pit crew caught tampering with another drivers car will be disqualified, and removed from premises.
23. Once you have been timed out you may not help another driver or move your car. If you do, the driver you help will be disqualified.

PARTICIPANT ENTRIES

1. An **entry fee of \$50** will be charged for each vehicle. This fee covers vehicle, driver, and one pit crew.
2. Entries limited to one driver and one passenger per class of car.
2. All persons MUST sign entry form, insurance waiver and release form and purchase pit pass before entering hot pit area.
3. CONSUMPTION OF ANY ALCOHOL OR ILLEGAL SUBSTANCES BY DRIVER OR PIT CREW, IN THE PIT AREA, WILL BE CAUSE FOR DISQUALIFICATION AND REMOVAL OF DRIVER AND PIT CREW FROM THE GROUNDS. NO REFUNDS WILL BE GIVEN!
4. First three heat races will be filled based on arrival and registration time, then 4th and 5th heats filled as needed.
5. All drivers/riders MUST be 16 years or older. Participants 16 & 17 years old MUST have a PARENT present in person, with identification to sign a minor release form.
6. SANDBAGGING WILL NOT BE PERMITTED. THIS IS A DERBY, NOT A CAR SHOW...YOU MUST HIT OTHER VEHICLES WITHIN 45 SECONDS.
7. Qualified drivers may change cars for the Feature Event providing the car changed to has run in a prior heat at this derby.
8. All cars MUST be removed from derby site by 8:00 am the following day unless otherwise stated at the drivers meeting. Failure to do so will result in cars being removed by and becoming property of local salvage operator.
9. Live A Little Productions reserves the right to re-inspect vehicles at any time before, during, and/or after the event, even after it has been flagged. You may be asked to cut areas of question open before, during, and/or after the derby if needed. WE ARE PRIVELEGED TO USE THESE FACILITIES! PLEASE TAKE EXTRA CARE IN STRIPPING YOUR VEHICLE!
10. ALL VEHICLES MUST BE COMPLETE BEFORE BEING INSPECTED. ONCE INSPECTED YOU ARE NOT ALLOWED TO TAKE YOUR VEHICLE BACK TO THE PITS TO WORK ON THEM. YOU WILL BE ALLOWED TO CHECK/ADD FLUIDS AND CHARGE YOUR BATTERY. IF YOU ARE SEEN WITH A WELDER, OR CHANGING ANYTHING THAT COULD POSSIBLY BE AGAINST THE RULES, YOUR STICK WILL BE REMOVED AND YOU MUST BE REINSPECTED AGAIN. IF THIS OCCURS AFTER FINAL INSPECTIONS ARE COMPLETED YOU WILL BE DISQUALIFIED FROM THE EVENT.
11. If a driver enters 2 cars, he must drive both cars in the heats. If both cars qualify he may choose which car he will drive, as well as the designated second driver. (Must be noted at the start of the derby, sign appropriate waiver, and attend the drivers meeting)
12. In the event of a tie, the money will be split and the trophy's flipped for.
13. You will be given one opportunity to correct items on your car.

14. Each car gets a maximum of 2 times through inspection.
15. If needed, driver must be completely ready to bolt the hood down during inspection and then put the car in the staging area.
16. Do not come to the inspection line if you are not done preparing your car.
17. Any added or welded metal plate/rod or material not specifically covered in the rules will be **removed completely** as well as the surrounding metal. With the exception of the frame, any frame welding other than what is specified, you will not be allowed to fix & you may be dq'd.

PROTEST RULE

1. Only a DRIVER competing in feature can protest a car.
2. Protest must be made within 10 minutes of the checkered flag, or end of heat race.
3. To protest a particular vehicle, a \$200 protest fee must be personally presented to the inspection officials or head flagman by a driver that is participating in the event. The protesting driver must state where he/she believes the accused car has violated the rules. If legitimate evidence is found, the accused car will be disqualified and forfeit all entrance fees and prize money. The protesting driver will receive a full refund of the protesting fee. If no legitimate evidence is found, the protesting driver forfeits the \$200 protest fee to the opposing driver.
4. Protest is allowed in all classes.

2020 LIMITED WELD BUILD aka STOCK RULES

NOTHING other than what is listed below is allowed!
OFFICIAL DISCRETION & DECISIONS ARE FINAL!
YOU WILL HAVE 2 CHANCES TO PASS INSPECTION.

IF YOU DO NOT PASS, YOU MAY BE DISQUALIFIED!

Vehicles may be re-inspected at any time before, during or after the show!

GENERAL PREPARATION:

1. **BUILD TO THE RULES!** Do not over build and expect to be able to run. If your car is altered in any other way than what is specified in the rules, then you may fail inspection and not be allowed to compete.
2. The original passenger car frame, body, clip & core support must be used from the year, make, and model of that car.
3. All glass, plastic, and pot metal must be removed. Nothing may remain in the bottom of the trunk or doors. Rear seats in all cars must be removed. Additionally, all outer hardware must be removed. Including, but not limited to, door handles, mirrors, chrome, moldings, screws and fiberglass. All flammable materials must be removed from the car. This rule excludes your safety padding and the driver's seat. All trailer hitches must be removed.
4. Front seats must be securely bolted or welded to the floor. IF you choose to bolt, then the bolts may NOT go through the frame! You must have a functioning seat belt.
5. You are not allowed to drive '03 and newer FOMOCO, '73 or older Imperials, LeBaron's, Ambulances, Hearses, Convertibles or Limousines.
6. You may be asked to remove any paint on the car or frame.
7. You may be loaded for body and/or frame seam welding or plating.

Accepted Aftermarket parts:

Metal gas tanks, transmission coolers, fuel coolers, brake & gas pedals, shifters, battery boxes, steering columns up to the steering box, drive lines, driveline brakes, tie rods (see specification below), lower saddle cradles, motors, adapter plates for BOP transmission to Chevy block, seats and seat belts, steel tail shafts, and transmission pans.

IMPORTANT NOTE: Post-race inspection might be necessary. All items will be re-inspected along with any other areas that may have been invisible during the initial inspection. We emphasize that you need to build your car to the rules before you are in the inspection line, and then continue to build/fix your car to the rules after the heats you run.

1. CAGES & DOOR BARS: SEE Diagram on Last Page

1. Cage material must not be inside the doors, but rather within the seating area of the car.
2. Overall cage length may not exceed 62". The length includes side door bars, rear seat bar, dash bar and halo.
3. Dash bars must be a minimum of 6" from the fire wall at the center.
4. All bars must be straight.
5. Gussets are allowed on each corner.
6. There must be 4" between the cage and all floor sheet metal, including the transmission tunnel and with the exception of down bars.
7. You may only have 2 down bars attached to each side bar. Down bars must be vertical without covering up any of the body mounts. This rule applies to the halo bar if you run it to the frame or floor. **DO NOT ANGLE BARS.**
 - a. All down bars may only be welded to the top of the frame or sheet metal.
 - b. Maximum front down bar size is 2"x 2".
 - c. All down bars must be within the 62" side length.
8. 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. Halo bar must be secured to the roof in 3 places.

- b. Rear seat bar upright post must be attached to the roof by plate, welded or bolted in. Max plate size - 10"x10".
- c. Rear seat bar upright post must be mounted vertically and in such a way that it will not bend. (Ex. Gusseted)
- 9. Gas tank protectors are allowed but they cannot be attached to anything other than your seat bar.
 - a. It must be centered between your frame humps.
 - b. It cannot exceed 30" O.D. in width and cannot exceed the top of the gas tank by more than 4".
 - c. It must be 4" away from all sheet metal and rear window bars. Note that the sheet metal cannot be removed or altered to achieve this.
 - d. You may use one 12" horizontal gusset, per side, that goes from the seat bar to the protector.
 - e. The gas tank protector may not be ANY MORE THAN the picture on the last page. Follow all cage to sheet metal distances listed above and below.
 - f. If driving a station wagon, then the rear of the gas tank protector must be within 30" O.D. of the seat bar.

2. Doors:

- 1. Only the exterior door seam sheet metal must be welded using rolled rod or a flat strap no bigger than 3" wide by 1/4" thick.
- 2. You may bend the inner and outer door skins together and weld them solid with no bigger than 3" wide by 1/4" flat strap. Strap may be used on door window openings only and may not exceed them.
- 3. On the driver's side, the front windshield may have window fabric netting or chicken wire type material for driver's safety.
 - a. None of the other "non-roll down" windows may have netting, welding, bolts, wire, etc.
- 4. Drivers door may have a plate covering the exterior footprint of the door only. The plate may not extend no more than 6" past front and rear door seams.
- 5. Tailgates on a station wagon are considered a trunk lid.

3. Bumpers:

Please note that the intention of this rule is to allow you to mount the bumpers in such a way that they are less likely to fall off. If at inspection, the officials determine that you have exceeded/overbuilt the Intention of the rule you will be able to correct and compete. Like stated above, if you are not willing to correct your build, then you may be disqualified.

- 1. Any bumper may be used but must appear to be close to original passenger car stock and size.
- 2. No chrome may be welded to the body of the car if using compression style bumpers.
- 3. Non-compression bumpers may be welded to the exterior painted sheet metal only using up to 3" x 1/4" flat straps.
- 4. For the front and rear bumpers, you may not use more than two flat straps up to 3" x 1/4" x 36" long from top side of sheet metal or top of core support to bumper. You may also use #9 wire in place of straps.
 - a. Only the last 8" of each end of the strap may be welded.
 - b. Straps or #9 wire must be within the frame rails and may not connect to each other.
 - c. If using #9 wire you may use up to 4 wraps of wire twisted same length and position requirements with a nut being welded to bumper and top side of sheet metal or top of core support to run wire through.
 - d. #9 Wire or Straps may go over the all thread.

Ways to mount the bumpers:

You have 2 options for mounting the front or rear bumpers. Pick one, only!

- 1. Use the stock bumper bracket or brackets and shock tubes for that car in the exact location and manner they were intended to be in from the factory and weld the first 10" of them measuring from the back of the bumper. Do not add metal. You may not swap bumper brackets and or shock tubes/beams.
- 2. Remove ALL the factory brackets and shock tubes and in its place weld a 10" x 4" x 1/4" flat plate to the side of the frame and weld it to the backside of the bumper.
 - a. You may only square up the end of the frame to mount the bumper, do not shorten the frame.

- b. You may mount your bumper however you want within the first 6" of the frame. It may attach to the frame only.
 - c. Frame rail must only be mounted to the exterior of the bumper.
3. The maximum height of the front bumper is 22" from the bottom of the bumper to the ground, the maximum height of the rear bumper is 15" from the bottom of the bumper to the ground
- **On cars equipped with factory compression style bumpers you may compress the bumper shock tubes and weld them back but don't touch anything beyond 10".****
4. Frames:
- 1. You cannot weld more than the first 10" of the front and rear frame/unibody rail seams.
 - 2. You may only square up the end of the frame to mount the bumper, do not shorten the frame.
 - a. Exception: 80's Lincoln's & Mercury's may shorten the frame to match the length of an 80's Ford.
 - 3. Frames/unibody may be notched or dimpled between the 2 rear frame mounts. Do not manipulate the frame anywhere else than where specified.
 - a. All of the frame must be in factory location.
 - b. Frame/unibody rust is to be handled on a case by case basis with officials. Send pictures and you will be told if you can fix it or not and how.
 - 4. Impala frame horns that hold the shock tube are considered part of the frame.
 - a. Frame horns may not be relocated or used on a non-impala car.
 - b. Frame horns can be rewelded over the factory attachment points on an Impala.
 - c. If you keep the shock tube in the frame horn, you may not use 10" x 4" x 1/4" flat plate.
 - 5. No changing, welding, doubling or removing of the rear package tray
 - 6. Chrysler Cordoba k-framed body mounts must remain stock.
 - 7. Absolutely NO other cutting, tilting, welding, shaping, bending, adding to or altering the frame/unibody in any way other than what is specified. Y-Frame cars must run as originally configured.
- **If it does not say you can do it, then CALL FIRST! THIS MAY BE CAUSE FOR DISQUALIFICATION.**
5. Hood, Trunk, Body, Front Clip and Core Support:
- 1. Body
 - a. The original passenger car frame, body, clip & core support must be used from that year, make, and model of that car. It must mount in the original position.
 - b. Factory or after-market body mount rubber must be in place. There must be a min 1/2" space between the frame and body. If using after-market body mounts, they must be 1" tall and factory diameter. Absolutely no body mounts may be relocated, added, or welded in place.
 - c. You may remove all body mount bolts and replace with 1/2" bolts with 2 1/2" washers on either side. Bolts must be up inside of the frame. Nut and washer may be on top of the interior floor sheet metal. Core support body mounts and bolts may be removed for all thread.
 - d. Body may be creased, but no collapsing or wedging of rear quarter panels or taillight/sail panel.
 - i. We will allow a 6" inch well/dip from the top of the quarter panel to the trunk lid.
 - ii. The 6" rule also applies to dove tailing/canoeing, you may cut out sheet metal also.
 - e. All interior wagon body panels must be removed.
 - f. The firewall may not be manipulated or shaped. However, the center of the firewall may be removed for distributor/coil pack clearance.
 - g. Exterior Suicide Lincoln fenders may not be welded.
 - h. You may cut wheel wells for tire clearance.
 - i. Sheet metal rust repairs will be allowed on the interior of the floor and the exterior of the rear pillars only by using sheet metal of the same thickness as the body. These repairs may not exceed the rust by more than 2". NO skinning of the entire floor.
 - i. This applies to, but not limited to, the driver seat & foot area, battery and gas tank mounting areas only. Nothing up the doglegs or excessive or it will be removed completely.
 - k. Rust repairs will be verified at time of inspection. Take pictures of damaged area and be ready to present them to the inspectors.
 - l. No welding or bolting of created seams.
 - 2. Fenders
 - a. Fenders may be rolled but not welded. 6 - 3/8" bolts with 1.25" diameter washers above tires may be

used. You may wrap your fenders around the front of the core support, but do not exceed 4 - 3/8" bolts with 1.25" washers to bolt back to the core support of fender.

b. No welding or bolting of created seams.

3. Radiators core support

a. The original passenger car frame, body, clip & core support must be used from the year, make, and model of that car.

b. Must be in factory stock location. 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.

c. Two Radiator support mounts can be removed completely for All thread use.

d. Radiator core support seam welding is NOT allowed. Only slight modifications due to bumper brackets for mounting core support back into the original position is allowed, Officials discretion.

e. Radiator supports may not be welded to the frame, bumper brackets, bumpers or anything else.

f. Bumper side of radiator core support may have expanded metal NLR type protector up to 1/8" or old condensers for protection. It may cover the radiator only and may not cover the entire core support. It may only be wired in using 6 attachment points or a maximum of six 1" welds.

g. You may use one all thread per frame rail/unibody. It may go from the hood to the frame but must go through the front body mounts or be welded to the exterior of the frame/unibody. either option must be within 1" of the core support. One 5" washer (that must be on top of the hood) per all-thread.

h. If you have to build core support spacers, you may only weld the bottom 3" to the frame. Core support spacers cannot exceed 6" vertically in length and 3" in width.

4. Hood & Trunk

a. Hood and trunk lid must be in stock location.

b. Hoods must be able to open for inspection.

c. Tailgates on a station wagon are considered a trunk lid.

d. Two 10" holes for fire access and inspection must be in the hood & trunk.

e. No welding or bolting of created seams.

f. Bodies may be creased. No collapsing or wedging of rear quarter panels.

g. HOOD

i. Hood must be open for inspection.

ii. You can fold the hood over.

iii. Any cut outs or folds in the hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer. You are not allowed more than a total of 14 bolts to pinch the hood sheet metal back together.

iv. You are allowed to attach the hood in 8 places. These attachments do NOT include the 1" all-thread to the frame. All other attachment points must be sheet metal to sheet metal only.

1. You may mix and use either of the following ways to attach your hood, but no more than 8 points (4 per fender) may be used.

a. Bolting with a Single Through Bolt - Bolts 8" x 1" MAX with two 5" washers per bolt. Washers may only be welded to the inner fenders and to the HOOD. These cannot be welded across the hood fender seam.

b. Bolting with Angle - Up to 2 - 5" individual lengths of angle iron 2" x 2" x 1/4" may be welded to the body back to back and bolted together with one or two bolts. These cannot be welded across hood fender seam.

h. TRUNK

i. Trunk may be welded with 1/2" round stock or up to 3" x 1/4" flat stock.

1. Flat stock must be flat on the outside of the seam, not vertical in the seam.

ii. Trunk may have up to 1" all-thread per frame rail or unibody. All-thread may go from the trunk lid to the frame but must go through the body mount hole. OR the all-thread may be welded to the exterior of the frame or unibody.

1. If you choose to use a body mount hole for your trunk all-thread, this does not have to be up inside the frame.

2. One 5" washer per all-thread under the frame and top of trunk lid may be used.

iii. Trunk may be tucked and/or dished. The top of the trunk lid can be no more than 6" below the top

edge of the vertical

quarter panel when measured anywhere from fender to fender.

iv. We will allow a 6" inch well/dip from the top of the quarter panel to the trunk. You may cut out this sheet metal also.

6. Engines Transmissions & Rear Ends:

1. Engines may be swapped. You are not allowed to manipulate the firewall to accommodate different motors. The rear of the motor block (not the heads) must start in front of the vertical section of the firewall.
2. Firewall. Inspectors want to see a gap between the rear of the motor block and the vertical section of the firewall.
2. Transmission cannot use after-market bells.
3. Mid plates are not allowed.
4. Lower damper pulley protectors are allowed. However, the protector may not come in contact with the frame, sway bar, core support, or anything structural.
 - a. The only time a lower damper pulley protector may touch something is if you are FUBAR. If it is determined that the protector was used as a wedge you could be disqualified.
5. If you are running an engine mounted fan, the hood must cover the fan itself. No metal fan shrouds are allowed.
6. If you are using factory stock lower motor mounts, the motor may only be secured from the block to the engine cross member using a chain or cable. You may only have one chain or cable per side. No welding or bolting the chain or cable to the frame rails.
7. If you are using an engine saddle type cradle (see picture below), you may use aftermarket pads OR two pieces of 2" x 2" x 6" square tubing as lower motor mounts.
 - a. Your motor mounts can only be welded to the engine cross member.
 - b. If no pads are used, then the cradle may only be welded with 12" of weld or bolted to the factory engine cradle, NOT the frame.
 - c. You may not use any straps, cables or chains to secure your motor.
 - d. Cadillac's may only weld up to an 8" x 8" x 1/2" plate to the engine cross member to mount the lower pads. These Cadillac plates must be a minimum of 2" away from the frame rails.
8. Header's may be braced. One can be located above the carburetor or in front of the headers. Do not attach to anything other than the motor or cradle.
9. ANY 5 lug NON-braced rear ends may be used.
 - a. You can add factory or aftermarket style ears close to the factory size. If it is determined that the ears are adding structure or strength, then you may be asked to cut them.
 - b. No axle savers.
 - c. No 8 lug to 5 lug versions.
 - d. No trailing arm conversion brackets.
 - e. If you are mounting a driveline brake, it may NOT brace the rear end in any way. Your car must be able to stop.
10. You may have a plated transmission pan, but the pan must be within 1" of the factory pan size. The pan cannot touch or be attached to an aftermarket bell.
11. B.O.P and LS cradle adapter plates cannot be any larger than the O.D. of the bell, or at least within 1" of engine block transmission mounting pattern. (See picture below)
12. A 2" x 2" x 1/4" thick tube may be used in place of the original stock transmission cross member. But the tube may only mount to the original factory location. The tube can be attached to the frame by bolting or welding using up to 2"x 2" x 1/4" x 6" long angle iron AND must be centered on the square tube.

7. Suspension and Steering:

1. Stock passenger car center links, springs, spindles, upper and lower control arms, and rear trailing arms from passenger cars must be used.
 - a. No hydraulic steering allowed.
 - b. Shocks must be workable. No all-thread shocks allowed.
 - c. No watt's conversions allowed.

2. Do not reinforce or modify the front A-Arms.
 - a. You can use chain or plate only to tie you're A-Arms down.
 - b. If using plate, a total of 2 plates per upper A-Arm. This means one on each side of each upper A-Arm. The plates can be no larger than 3" x 3" x 1/4" plate to weld down you're A-Arms, and the plates must be square in shape. Any larger plate may be cause for immediate disqualification.
 - c. If using Chain, a total of 2 chains per upper A-Arm. This means one on each side of each upper A-Arm. you can use no more than 7 links of 3/8" standard chain. Only the end links can be welded to the frame and A-Arm.
3. Ball joints may be swapped out with factory replacement O.E.M style parts for that A-Arm. The ball joints must a be a from big box store. No welding of ball joints.
4. Pin tie rods and ball joints must be an O.E.M. tapered style. No heim joints or bolts can be used on any steering or suspension components. This rule excludes steering columns.
5. Sway bars must remain in stock position and only bolted to the frame using factory hardware and bolted to lower control arm.
6. Only use stock leaf springs from passenger cars.
 - d. No more than 7 - leaf's may be used per side. Leaf's must have a minimum of a 2" stagger decreasing from leaf to leaf on both sides of axle.
 - e. 4 - clamps per leaf pack. Clamps cannot be wider than 2".
 - f. Leaf's may not be shortened and must be mounted in the factory location of the car you are running.
 - g. No leaf spring to coil spring conversion or vice versa.
 - h. No duct taping of leaf springs.
7. Lower rear trailing arms may be shortened by cutting them in half and overlapping them. The trailing arms can only be seam welded.
8. Coil springs can only be welded to the axle.
9. In order to raise car suspension, you may ONLY use tires and springs and twist-in spring spacers in the suspension. NOTHING can be inside the spring bucket other than the spring! ALL spring spacers must be below the spring bucket/frame and may not be welded to the spring bucket or frame. No solid wound springs may be used.
10. Chaining of humps is optional, if doing so you may only use 1 chain single wrapped per frame rail. The chain may not be welded to the frame.
The chain can go thru the body but the chain or washers may not be welded to the body.

8. Windows:

1. You cannot have more than 2 window bars on the front and rear windows. Bars must be at least 16" from the window pillars.
 - a. Station wagons may not have rear tailgate/window bars. Tailgates on a station wagon are considered a trunk lid.
2. Bars can only be attached by welding directly to the sheet metal. Bars cannot have more than a 4" area footprint.
 - a. Trunk window bars can only be mounted within the first 4" of the rear window seal or inside the speaker deck.
3. A tailgate on station wagon is considered a trunk lid.
4. Window bars may not be attached to the halo bar or any cage components.

9. Radiators, radiator supports:

1. The original passenger core support must be used from the year, make, and model of that car.
2. Radiator must be attached to the core support in original stock location and position.
 - a. Radiator may be mounted in such a way to hold the radiator in place, not strengthen the core support.
 - i. When mounting radiators, you may use up to 4 - 1/2" all-thread. The all-thread may pass through the bottom and top of the core support.
 - ii. If you have no lower or upper mounting areas, you may attach 4 - 2" x 6" x 1/8" flat steel on the top and bottom. The flat steel must be welded to the core support.
 - iii. If welding radiator in place, you may use 4 - 1" welds, one per corner. iv. DO NOT add metal to mount the radiator other than what is specified above.
 - b. Bumper side of radiator core support may have expanded metal up to 1/8", NLR type protector

up to 1/8", or old A/C condensers for protection. Whatever protection you choose may only cover the footprint of the radiator. Radiator protection cannot cover the entire core support. Your protector may only be wired in using 6 - attachment points OR a maximum of 6 - 1" welds.

3. You may not add additional cooling capacity
4. Electric fans are allowed.
5. No spray foam fill.

10. FUEL DELIVERY SYSTEMS:

1. Original gas tanks must be removed.
 2. A metal marine type tank, metal fuel tank, or derby type metal fuel tank is required.
 3. Place fuel cell behind driver's seat or in the center of the car where the back seat used to be. Must be securely mounted behind the driver's seat to the sheet metal or you may suspend it on your cage, but the tank may not be attached to both. Tank must be mounted with bolts, metal straps, or chain. Do not use seat belts or pull tie straps to secure gas tank. You cannot have another source of gas/ether inside the car at all.
 4. Use a maximum of 10-gallon tank, and the tank must fit within gas tank protector specs (specs can be found in cage section).
 5. Fuel lines must run inside the car, not under the car along the frame. Fuel line must be inside a protective line within the engine compartment.
 6. Tranny, oil, and fuel coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts can extend through the frame to create a body mount.
 7. If you are not using a gas tank or transmission cooler protector, the fuel cell and transmission cooler must be 4" away from the rear sheet metal. So, either way, protector or not, nothing can be within 4" of any sheet metal.
- ***IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO INSPECTORS ATTENTION AT TECH*****
8. Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint..
 9. If running alcohol, you must have the die added for your safety.

11. BATTERIES:

1. Batteries must be secured inside the car and covered, unless you are using a gel cell battery.
2. Battery box must be made out of metal! It must be bolted to the floor. Bolts may not go through or around the frame. Seat belts or pull type tie downs may not be used to secure the battery box.
3. If you have rusty floors, follow rust repair rules.

12. TIRES & BRAKES:

1. Air filled tires only.
2. You must start with a stock wheel.
 - a. No bead locks or full wheel centers.
 - b. You may have a 2" rim guard on the exterior rim lip only.
 - c. Small wheels centers can be no larger than 8" wide.
 - d. Valve stem protectors are allowed.
 - e. No wheel weights.
3. All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
4. You may not change tires after inspection without official's consent.

13. AIR CLEANERS:

1. You must have an air cleaner over the carburetor at all times during the event.

OVERALL SAFETY IS OUR GOAL AND WILL BE DETERMINED BY THE TRACK OFFICIALS!

PRE-RUN/FEATURE/GRUDGE MATCH (CONSI) REPAIR RULE:

1. Can only use 8 - plates not to exceed a 6" x 4" x 1/4" area anywhere on the exterior of the frame. Do not attach plates to the body.
2. Plates may be bent and cut, but excess may not be used elsewhere.

- SEE CAGE & CRADLE & GAS TANK PROTECTOR PIC'S BELOW**

2020 Mini Class Rules

Any questions, please Email IPullbuyer@gmail.com. Don't assume anything, no matter how you may interpret the rules.

Official's decision on all rules and safety are final!

WE ARE PRIVILEGED TO USE THESE FACILITIES!
PLEASE TAKE EXTRA CARE IN STRIPPING YOUR VEHICLES!

PASSENGERS ALLOWED

Passenger MUST sign waiver and acquire wristband for "Ride Along" privileges.

1 - GENERAL PREPARATION:

- A - All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the trunk or doors. Rear seats in all cars must be removed.
- B - All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc.
- C - Driver door must be padded on the inside.
- D - Front seats must be securely bolted to the floor; however, these bolts may NOT go thru the frame! You must have a functioning seat belt. Seats must be mounted within 5 inches of original FRONT seat bolts.
- E - All flammable materials must be removed from the car other than safety padding and the driver's seat. Dash may remain.
- F - No adding weight to the vehicle, no packing, stuffing of frames, trunks, passenger doors or under floor decking.
- G - All trailer hitches must be removed.

2 - CAGES & DOOR BARS: SEE diagram last page

- A - A single bar 4pt cage system only may be used. No double bars with the exception of the driver's door.
- B - You may use channel or tubing/pipe up to 6" O.D. for dash & rear seat bars. Side bars can be up to 10" tall x 6" wide channel or tubing. All bars must be straight.
- C - Seat bar must be no further than 8" behind the seat.
- D - Side door bars may not go past the front dash bar.
- E - Interior door bars may not be more than 14" behind the seat.
- F - Dash bar must be a minimum of 6" away from the center of the firewall.
- G - End plates are mandatory with a max of 10"x10", up to 3/8" thick.
- H - You are allowed a gas tank and tranny cooler protector; these may not be attached to anything other than the back seat bar. On the gas tank/tranny protection side bars, they must be 6" away from any side and inner fender well sheet metal. Rear bar cannot extend beyond the side bars or be closer than 4" from the back seat sheet metal. All interior sheet metal must remain in stock position, unless removed completely.
- I - You may add 2 VERTICAL down bars on the rear seat bar only, welded to your door bar and to the floor sheet metal. These bars may not attach to or conceal a body mount.
- J - No kickers, angled or otherwise. NO cage components may be welded to the frame.
- K - All cage components must be a minimum of 6" off of any floor pan sheet metal or body mount elevation, and 4" off of tranny tunnel sheet metal.
- L - All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's side. The driver's door bar MAY be inside the door structure or on the outside of the driver's door only to allow more room for driver's safety.
- M - Drivers door, you may weld a plate Maximum 10" wide across the door for protection, not to exceed 6" beyond the exterior drivers door seams. These plates must be in the center of the door and run horizontally.
- N - If you have a "ride along" passenger, your passenger door safety MUST meet the Driver's Door requirements.

3 - HALO OR ROLLOVER BARS:

- A - You MUST add a halo bar or an upright post to the cage components listed above. It may not exceed 4" O.D. The cross bar must bolt to the roof in two locations.
- B - Halo bars must be in a direct vertical line with the seat bar. They must be vertical.
- C - Upright post must have a plate (max 10" x 10") attached to the roof, welded or bolted in.
- D - Upright post must be mounted vertically and in such away it will not bend. (Ex. Gusseted)

4 - TRUNK LIDS and HOODS:

- A - Trunk lids and hoods must remain 50% in the stock location. The trunk lid must remain on hinges. Wag-on tailgates will be treated as a trunk.
- B - You may fasten either in ONE OF THE FOLLOWING 3 ways:
 - 1 - You may fully weld the exterior original trunk lid and hood seam with a max 2" x 1/4" strap max or 1/2" rolled rod or rebar. Hood seam on dash side may be welded to the cowl also.
 - 2 - You may use two 8" long X 2"x 2" wide pieces of angle back to back, one welded to the hood/trunk lid the other to the body, these are to be bolted to each other with two 1/2" inch bolts. You may have 8 of these.
 - 3 - You may use 8 bolts up to 1" thick by 6" long using a 3 inch washer per hood and trunk, Washers, bolts and nuts may not be welded to any structure.
- C - There must be 12" minimum inspection hole in the trunk, and minimum 15" cutout for fire in the hood (see cut out rule).
- D - Hood sheet metal may be rolled around itself.
- E - Hoods may not be welded to the bumper.
- F - Trunk lid seams must be clearly visible and accessible, do not pound over.
- G - Your trunk lid may be V'ed in the center but must be at least 12 inches off trunk floor body mount elevation.
- H - Rear quarters and sheet metal / tail light valance above the rear bumper must remain vertical.
- I - No created seams on hoods trunks or body may be welded.

5 - DOORS:

- A - Door seams must be welded using rolled rod no bigger than 1/2" or flat strap no bigger than 2" wide by 1/4" thick.
- B - You may smash the inner and outer skin together of the window opening and weld them solid, you may use the same filler as in welding the door seems but no longer than the window openings.
- C - Drivers door and drivers side of front windshield may have window fabric netting or chicken wire type material for driver's safety. NO other windows may have netting.

6 - WINDOWS:

- A - You must have 1 window bar in the front. You are allowed up to 2 front & 2 rear window bars or 3/8" chain.
- B - Bars may not be bigger than 2" by 2" x 1/4" x 34" long.
- C - Bars may only be attached by welding directly to the sheet metal or with a mounting plate no bigger than 4" by 4" by 1/4" angle or plate.
- D - No wiring or chaining of any window openings.
- E - Window bars MAY NOT be attached to the halo bar or any cage components.

7 - BOLTING:

- A - In the hood you are allowed 2 bolts not to exceed 1 inch in diameter to be placed thru the hood, front core support and frame by ONE OF THE FOLLOWING 3 ways:
 - 1 - The bolt may go thru the frame as stated in the rules.
 - 2 - You may weld a nut to the top of the frame (or shock tube if on top of the frame) and the bolt may be screwed into that.
 - 3 - You may weld the bolt to the side of the frame only up to 4 inches. It may not be welded to the bracket, shock, core support or anything else but the frame.
- B - You may only weld the washers on the top outside of the hood and trunk lid.
- C - In the trunk you are allowed 2 bolts not to exceed 1 inch in diameter to be placed thru the trunk lid, trunk pan and frame. They may be double nutted and you may not use washers bigger

than 3 inches. If the 2 bolts attach to the frame the two stock trunk body mounts must be removed.
D - Bolts may not be "U"d except in wagons, in which case it may be bent up to a 90 deg, going thru the tail gate.

8 - FRAMES:

- A - NO FRAME WELDING OTHER THAN WHAT IS SPECIFIED. (YOU MAY NOT BE ALLOWED TO FIX & YOU MAY BE DQ'D)
- B - NO frame welding allowed, other than what is described in the bumper/bumper bracket, frame/body bolting and Engine rule.
- C - No plating, shaping, stuffing, dowel pinning of the frame, heat treating or foam filling of frames is allowed. Do NOT paint or undercoat your frame or you will not be inspected.
- D - You may weld your motor mounts to the factory engine cradle, not to the frame rails.
- E - Front edge of frame MUST be 1" in front of the bottom most front edge of the core support. (see core support rule)
- F - Rear bumper frame rails may not be shortened.
- G - You may notch the frame for minimal pre-bending, but do NOT weld the cut.
- H - You may chain your axle to the frame hump with one wrap, it may not be welded.
- I - Top seam of frame rails from a-arm or strut tower forward may weld one seam with one pass, 1/4" wide.

9 - BODY BOLTS:

- A - All factory cones and body pucks and washers must remain stock material & thickness & in stock location, except for two front radiator core support body bushings.
- B - No nuts and washers may be placed on the bolts with the exception of a rusted out body nut, if rusted out you may use up to a 1/2" bolt you may use a nut & washer on top, washer not to exceed 2".
- C - Wagons are NOT permitted to run any bolts thru the pillars or roof.

10 - RADIATORS, RADIATOR SUPPORTS:

- A - Only OEM style passenger car radiators may be used. Aluminum racing radiators of the same style may be used.
- B - Radiator must be attached to the core support only.
- C - Radiators may be mounted in such away to hold the radiator in place, not strengthening the core support. No added metal may be used to mount the radiator. If welding radiator in place you may use four 1" welds, one per corner.
- D - You may not add cooling capacity. No supplemental cooling devices allowed (electric fans are allowed).
- E - If the arena allows, engine coolants may be used.
- F - Radiator loops may be used.
- G - Radiator supports must remain in the stock location and position, vertically and horizontally. Stock mounting holes/spot welds in the core support and frame must line up.
- H - Radiator core support seam welding is NOT allowed.
- I - Upper radiator supports may be welded to the hood using 6" of weld using a 3/8th inch rod only.
- J - Radiator supports may not be welded to the frame, bumper brackets, bumpers or anything else.
- K - If when the body mount is located in front of the core, that body mount may be removed, but the original bolt or new bolt of same size must be used.
- L - If using a condenser to protect your radiator, it may be tie wired or factory bolted to the core support only.
- M - Radiator fin area only may be SLEEVED with a light piece of expanded metal. It may only be attached to the radiator, not the core support.

11 - BUMPERS, BUMPER BRACKETS:

- A - One of the following bumper options may be used:
 - 1 - Stock O.E.M. bumpers off of passenger cars may be used.
 - 2 - A Maximum 5" by 5" by 3/16" O.D. SQUARE tube may be used, ends may be capped, and cannot extend more than 10" from the outside of the frame. No skinning of square tube. Small plates may be added to mount if needed. Bumper must be straight.
- B - Bumpers may be cut. Chrome may be welded to the inner bumper box.
- C - Bumpers may be flipped.

- D - Bumpers may be welded to the brackets and the frame only.
- E - Only one bumper bracket per frame rail is allowed and front bracket can be welded and/or bolted no more than 14 inches from the front of the frame. This applies to the rear bumper bracket as well.
- F - If swapping bumper and brackets: (The following rules must be followed)
 - 1 - You may only use the factory O.E.M. mounting hardware that was on the car originally or one style of car bracket hardware and car bumper. All other hardware must be removed. (Ex. Chrysler bracket with GM bumper on a Ford is allowed)
 - 2 - Shock tube will be considered the bracket if disassembled from the mounting hardware. If this is done Bumpers may be welded to the Shock tube and the frame only.
- G - You may use in place of shock tubes, pipe or tubing up to 3" O.D., 3/16" max wall thickness. And must be open ended on the A-arm side of the tube.
- H - Shock tubes or pipe can be no longer than 14" including any hardware.
- I - If putting shock tubes/pipes inside of the frame, a 1/2" hole must be placed on top or on the outside of the frame rail 15" from front of the frame if no stock frame hole is available to see the end of the tube/pipe, nothing may go past this point inside of the frame.
- J - Compression bumper shock tubes may be compressed and welded.
- K - Bumpers may only use weld or small 3/8" type fill for gaps to attach.
- L - No chrome may be welded to the body on compression beam bumpers, whether it is using the mounting hardware or not. This includes square tube bumpers. Non compression bumpers may weld ORIGINAL bumpers to the body.
- M - No welding of any kind other than what is specified and straps (see Bumper Strapping) is allowed on the bumper.

12 - BUMPER STRAPPING:

- A - You may have 2 Front and 2 rear bumper straps that can be no larger than 36" x 2" x 1/4" thick. Up to 8" may be welded to the body and the bumper.
- B - If using an aluminum beam bumper you may weld your front straps around and to the bottom of the frame or bumper brackets. No more than 3" of strap may be welded or connected to the frame.
- C - If using FRAME/BODY bolts. Straps may have a hole burned thru it and be placed over the bolt.
- D - You may also use 3/8" chain in place of strapping to secure your bumpers. Only two chains per bumper may be used. It may loop thru the hood or trunk. Using only two wraps and may not be welded at any point.
- E - If using a chain you may weld a washer no larger than 3" to the top of the hood to run the chain thru to prevent tearing.

13 - CUTOUTS AND WHEEL WELLS:

- A - Only bolts no bigger than 3/8" by 3" long, may be used around any hood cut out openings. These must be spaced 12" apart. Maximum of 3 cut outs in the hood are allowed. Maximum washer size is 1.5" diameter. Cutouts may be for header clearance, air breather clearance or radiator fill opening only. These bolts may NOT be installed in any area other than the immediate perimeter of the cut out.
- B - Bolts cannot be any further than 3" from edge of cutout.
- C - Bolts may only go thru the hood material.
- D - NO welding of cut outs is allowed.
- E - If Hood is welded you must have a minimum of a 30" by 30" opening for inspection, if your hood cut out is smaller than 30", your hood must be off for inspection.
- F - Wheel wells may be cut out or rolled up for tire clearance.
- G - You may have up to 3 - 3/8" by 3" inch long bolts and 1.5" washers per each wheel opening. These must be located above the tire on exterior fender.
- H - Front fender metal in front of the tire may be cut off or bent up to the inner structure and bolted vertically with three 3" X 3/8" bolts and 1.5" washers.

14 - SKID PLATES:

- A - Skid plates are allowed. They must be separate plates for the oil pan and the transmission pan.
- B - NO full-length skid plates.
- C - NO bolting or welding the skid plate to the frame.
- D - If skid plate is determined to strengthen the car it will be disqualified.

15 - ENGINES:

- A - No more than 6-cylinder engines may be used.
- B - No engine mid-plates or metal plates of any kind are allowed in or around the bell housing/motor or firewall.
- C - Holes bigger than 10" by 10" in the firewall must be covered with tin or heavy rubber.
- D - Holes may be cut in the floor & firewall to accommodate the battery cables, shifter, fuel lines, and transmission lines.
- E - If using stock motor mounts (ex; cups and pads):
 - 1 - You may weld a gusset or chain the motor from the motor mounts to the factory engine frame cradle only.
 - 2 - Two additional motor tie downs may be used. No more than one fastener on each side of the motor may be used. If straps are used they may only be welded to 3 inches per side on the frame. That section that is welded to the frame may not be any thicker than ¼ inch x 2" x 2" angle, and must be located within the A-arm foot print and be no more than three inches at its furthest point in the front of the A- arm. Official's discretion!
 - 3 - You may also attach a 3/8" chain from the rear of the block to go around the dash bar to keep the motor from going forward.
- F - After market gas and brake pedals are allowed, if not mounted to the firewall, they must be mounted in such a way that it is safe but does not strengthen the floor.
- G - No engine oil coolers are allowed.
- H - You must have an air cleaner over the carburetor at all times.
- I - No starting fluid is allowed.

16 - DISTRIBUTOR PROTECTORS/CRADLES:

- A - No Distributor protectors allowed! At All!!!
- B - Lower engine mounting cradles/saddles with crank protectors are allowed. Cradle/saddle may not extend beyond 2" of the end of the block.
- C - Crank protector may only cover lower half of the crank, and not be more than 2" past the front of the crank from the farthest outside edge of the crank protector.
- D - Cradles may be fastened to the factory engine frame cross member only. No part of the cradle may be attached to or touch the frame rails. If after the race the cradle is touching the frame, it will be the official's call to determine whether it added structural strength to the car. If it is determined to have done this, the car may be disqualified.
- E - If using a Lower engine mounting cradles/saddles, no motor tie downs may be used.

17 - TRANSMISSIONS / PROTECTORS:

- A - Transmission coolers may be used, but they must be secured in such a way to prevent injury.
- B - Metal, high pressure or braided lines must be used. No fuel or low-pressure lines may be used.
- C - Coolers must be secured in a container in the passenger compartment or behind the seat of the car.
- D - A 3 bar transmission protector is allowed (with no cross plating) and may not exceed the bell housing shape by more than 2 inches.
- E - If you run a transmission protector, it may only be attached to the cross member with a stock OEM rubber mount or chained down.
- F - If using either a transmission protector, you MUST use a 2" x 2" O.D. square tube ¼" wall max thickness cross member. Cross member must have one 1/2" inspection hole within one foot of center on the side or bottom.
- G - New transmission cross members must be within 5" of original mounts.
- H - Transmission Protectors may REST on the transmission cross member no more than 5 inches in the center of the cross member, but may not be attached in any way to the cross member.
- I - Slider drivelines are allowed and a driveline brake is permitted.

18 - SUSPENSION / COIL SPRINGS:

- A - No coil to leaf or leaf to coil spring conversions.
- B - You may change coil springs.
- C - You may weld, bolt or chain down your A arms. You are allowed either one 1" x 3" by ¼" straps on each side of the A-arm, **OR** one chain **OR** one bolt per frame rail side. Do not weld entire A arm down,

if you are in excess of this rule, you may not run!

D - Upper and lower front control arms may NOT be reinforced.

E - Ball joints, spindles, drag link, pitman arms, gear boxes, upper front control arms: may only be swapped with any make model of a factory car type and strength parts. All parts must bolt only to factory attachment points for that car, example: you may not cut and fabricate your own mounts.

F - No front suspension or steering may be reinforced with the exception of shortening a Tie rod in which case you may use no more than a 5" pipe sleeve or 5" x 1"x 1" angle to reassemble.

G - After market steering columns allowed.

H - You may use the ZTR type rear end coil spring conversion kit but:

1 - Upper Brackets may be no thicker than 3/8" and no wider than 6" x 6".

2 - Lower Brackets may be no thicker than 3/8" wall x 3" X 4" long.

3 - All upper and lower Trailing arms must start with factory trailing arms and may be reinforced and must have original rubber bushings in place.

4 - Lower trailing arm must be mounted on frame within the original stock WATTS lower trailing arm bracket hole.

19 - LEAF SPRINGS:

A - 9 leaf maximum, 5/16" max thickness, 2 1/2" wide maximum, or if using ANY thicker leaf spring maximum 3/8" thick you may only have a 5 leaf pack, leafs must be of factory auto or light truck origin.

B - Top leaf must be mounted to either the shackle in the original position or within 3" of the original shackle frame bolt hole if hard mounting to the frame use two pieces of flat stock to replicate a shackle.

C - 2" Stagger – each leaf below the main must be 4" shorter than the previous leaf spring. This will give you a 2" stagger on each end of each leaf.

D - 2nd spring under the main is to start no longer than inside of curved eye socket of main leaf.

E - 4 clamps per leaf spring, 2 in front of the axle, 2 behind the axle. This includes factory clamps.

F - Clamp material 1/4" thick, 3" wide, 2 – 3/8" bolts per clamp.

G - No welding of the leaf springs on the spring pack.

H - No flat sprung cars - leaf pack must have a minimum of a 2" arch.

I - No duct taping of springs prior to inspection.

J - Nothing on top of the main leaf spring.

K - 54" minimum spring length measured from eye bolt to eye bolt when modifying leaf springs. No flat sprung cars - leaf pack must have a minimum of a 2" arch.

L - You may reverse stack your leaf springs but All leaf spring rules still apply.

20 - REAR ENDS:

A - Any 5 lug rear end may be used.

B - You may use any type of rear end (Ford / Mopar / GM / Hybrid).

C - No part of rear end may strengthen the car's frame or body in any way.

D - You may tilt the rear end by lengthening or shortening the trailing arms. Trailing arms must be of passenger car origin and must operate. Trailing arms may be reinforced but must be OEM origin.

E - Braces are allowed, but they may serve no purpose other than to strengthen the rear end housing.

21 - TIRES & BRAKES:

A - No split rims or duals

B - Rims: No bead locks. No homemade wheels! 3/8" thick wheels centers are allowed.

C - Valve stem protectors allowed. Wheel weights must be removed.

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

E - You may not change tires after inspection without officials consent.

22 - FUEL DELIVERY SYSTEMS:

A - ONLY Metal Marine type tank, metal fuel tank or derby type metal fuel tank may be used.

B - 6 gallon max tank may be used.

C - Original gas tanks must be removed from the car.

D - You must have the gas tank securely mounted behind the driver's seat with bolts, metal straps or chain. No seat belts or pull tie straps may be used.

- E - Fuel lines must run inside the car, not under the car along the frame. Fuel line must be inside a protective line within the engine compartment.
- ***IF USING AN ELECTRIC FUEL PUMP, YOU MUST BRING IT TO INSPECTORS ATTENTION AT TECH***
- F - Electric fuel pumps are allowed. The on/off switch must be easily accessible and clearly marked with bright paint. An "E" will be attached rear pillar during Tech to identify the Electric Fuel Pump.
- G - Automotive pump gas only, NO ALCOHOL TYPE FUEL MAY BE USED!

23 - BATTERIES:

- A - Only one battery of any type may be used.
- B - The battery must be secured inside the car and covered, unless you are using a gel cell battery.
- C - Battery box must be made out of metal! It must be bolted to the floor; bolts may not go through or around the frame. Seat belts or pull type tie downs may not be used.
- D - Rusted out holes in your floor sheet metal must be patched (with sheet metal only) where components are mounted for driver's safety. You may not patch clean and solid floors.
- E - All body mounts must be visible.

24 - OTHER:

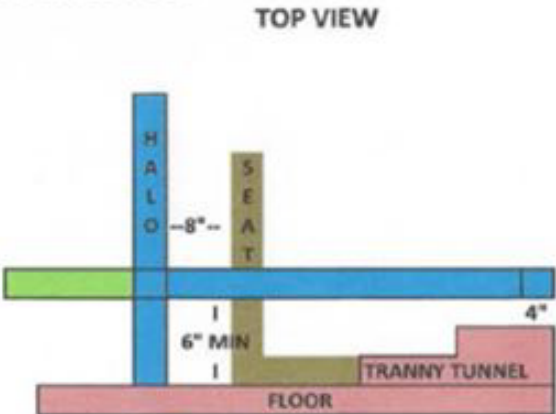
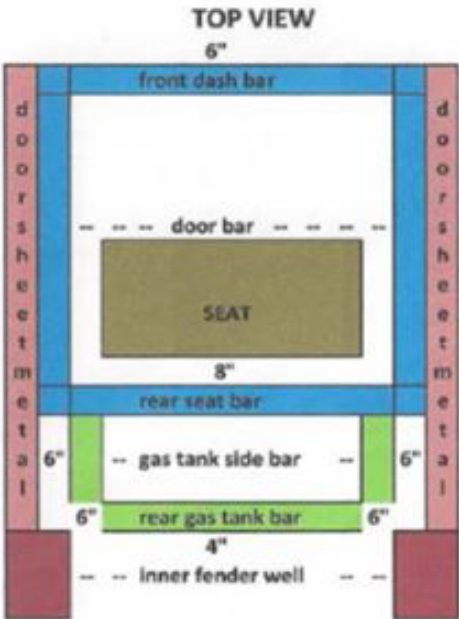
- A - Body creasing, enhancing of existing bodylines and addition of body lines is allowed to the sides of the car only. Do not fold the metal over to create a doubled effect; any spot with 4 layers of sheet metal will be torched out completely, with the exception of fender wheel cut out and hood rolling. (See CUTOUTS AND WHEEL WELLS)
- B - No created seams on hoods, trunks, or body may be welded.
- C - No doubling of body panels allowed. No added metal allowed!
- D - Cars with 2 piece fenders may weld 1/2 of the exterior seam only. No filler may be used.
- E - No inner seam welding other than the front firewall floor seam, no filler may be used.
- F - Inner panels of a wagon may be secured by four 4" welds per panel seam, and a 15" inspection hole must be made for inspection.
- G - No other seam welding other than what has been specified.
- H - Body rust may be repaired by welding sheet metal of the same thickness covering only the area in disrepair. Take before pictures and bring with you.

PRE-RUN CAR PREPARATION:

The following rules apply to previously run derby cars only, not fresh cars that have been wrecked. The intention of these rules is to help you make your pre-run car competitive with fresh cars. The idea is to repair damaged areas only and return the car to as close to "stock" condition as possible. This is not an opportunity to plate or reinforce your car! If we feel that you have pushed the limits of these guidelines, you will not be able to compete! Inspection officials will use discretion and all decisions will be final. E-mail before you fix something that is not outlined in this section. Absolutely NO ADDED METAL other than what is specified below!

- A - Frame repairs on pre-run cars are allowed to repair OBVIOUSLY damaged areas of the frame using eight total 6" by 4" max 1/4" thick plates. 4 per frame rail may be used; of which, 2 may be used in front of transmission cross member and two may be used behind the transmission cross member.
- B - Plates may be bent and cut but excess may not be used elsewhere
- C - Plates and weld must be separated by 1"
- D - No other frame welding will be allowed! All other repairs made to the frame will be removed.
- E - You may patch any hole in the doors or floor of the car for SAFETY only. You must use sheet metal only. And your patch may be only 2" larger than the hole you are patching.
- F - You may reinforce damaged steering components on pre run cars only using one piece of 1" by 1" by 1/8" angle, but you must use factory type and strength parts.
- G - No replacing of sheet metal components prior to the grudge or the feature. Except for safety purposes. (Ex.: Torn open door)

BASIC CAGE LAYOUT



2020 TRUCK RULES

Follow Car Competition and Inspection Rules

1. Any standard truck, suburban, blazer, or bronco type vehicles are allowed. If you are in question please call first. No Commercial or Military Vehicles.

2. We reserve the right to re-inspect trucks at any time before, during, and/or after the event, even after it has been flagged. You may be asked to cut areas of question open before, during, and/or after the derby if needed.

WE ARE PRIVILEGED TO USE THESE FACILITIES! PLEASE TAKE EXTRA CARE IN STRIPPING YOUR TRUCK!

1. PREPARATION:

1. All glass, plastic, and pot metal must be removed. Nothing may remain in the bottom of the doors, bed, or floor board. All outside hardware must be removed (door handles, mirrors, chrome, molding, molding clips, screws, fiber glass, etc.) All fiberglass roofs or shells must be removed. All wheel weights must also be removed.
2. No added weight to the truck except the weld.
3. Seats must be securely mounted to the floor, and must have a working seat belt that is securely fastened ideally to the stock mounting holes due to factory reinforcement. If at any time during competition you remove your seatbelt you will be disqualified. We do not want you to get ejected from the truck. If you only want a lap belt please remove all shoulder harness hardware and shoulder portion of belt. If it is a one piece belt please use a different seat belt instead of a knot in the belt. You will not be allowed to just shove it behind you in case of fire. All trucks MUST have inner padding on driver's door.
4. All flammable materials inside the truck must be removed except necessary safety padding and seat.
5. No sedagoning is allowed. Contact head official if you have any questions
6. Skid plates are allowed, but must be separate oil pan/transmission plates. No full-length skid plates. No bolting or welding of skid plates to the frame or body.
7. Your number must be at least **18** inches tall and must be painted on each side of your truck.
8. ALL TRUCKS MUST BE COMPLETE BEFORE BEING INSPECTED. ONCE INSPECTED YOU ARE NOT ALLOWED TO TAKE YOUR TRUCK BACK TO THE PITS TO WORK ON THEM. YOU WILL BE ALLOWED TO CHECK/ADD FLUIDS AND CHARGE YOUR BATTERY. IF YOU ARE SEEN WITH A WELDER OR CHANGING ANYTHING THAT COULD POSSIBLY BE AGAINST THE RULES YOUR STICK WILL BE REMOVED AND YOU MUST BE REINSPECTED AGAIN. IF THIS OCCURS AFTER INSPECTIONS ARE COMPLETED YOU WILL NOT BE ALLOWED TO RUN.

2. Fuel Pumps:

1. Externally mounted electric fuel pumps are allowed. ON/OFF switch must be located on the dash board or dash bar so that they are easily reachable for the officials. Switches must be painted in a florescent type paint making them stand out from other switches. Safety will be determined by officials on racing fuel cells.
2. If you run an electric fuel pump you must paint a high contrasting E on preferably the rear pillar on both sides of a truck or just after your number on each number. This is to help officials easily identify a truck that has an electric fuel pump in the event of a fire or rollover so we can get it shut off.

3. Tires:

1. You may use any tire and you may tube, screw, glue, tire inside of tire, flappers, and use recaps). Only air must be used to inflate your tire.
2. You may weld valve stem protectors. You may not have whole rim protectors. Standard beadlock rims are okay but must have an outer plate no larger than 3" wide.

4. Brakes:

1. All trucks must exhibit the ability to stop before entering the arena. If a truck loses its braking ability it will be subject to disqualification.

5. Engines and Protectors

1. Lower engine cradles will be allowed. They may only be attached to the engine and one point on each side of the engine not to exceed the footprint of a factory car lower mount.

- For trucks without a factory engine cross-member you may use a factory cross-member or a piece of stock not to exceed 2" x 4" x 1/4". It must be mounted directly above the front axle and cannot be wider than the frame at this point.
- You are allowed a distributor protector. It can be no thicker than 3/8" and no wider than the intake manifold. It must be mounted within 2" of the distributor. It may be mounted in 4 locations with mounts no longer than 12" x 1" x 1/4".
- Two additional motor tie downs may be used. No more than one fastener on each side of the motor may be used. If straps are used they may only be welded to 3 inches per side on the frame. That section that is welded to the frame may not be any thicker than 1/4 inch x 2" x 2" angle. These cannot go more than 4" ahead or behind the engine measured from the head.

6. Rear ends:

- Any 8 lug or smaller rear end may be used. Must be from a passenger vehicle. No Commercial or Military parts.

FOR USE BELOW:

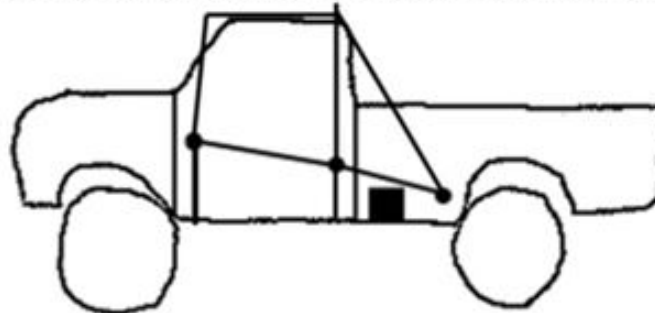
- Note due to the price of metal we will use a "within reason" clause. If you push it we will make you cut it! This does not apply to protection products.
- Only 3/8" round hot, cold or rebar, or 2" x 1/4" flat strap may be used for seam welding.

7. Doors and windows:

- All **EXTERIOR** door seams must be fully welded.
- DOOR seams ONLY may be pinched and welded were the windows come up through.
- You may use a screen or netting over driver's side front window and driver's door only. This must be 3" away from the A-Pillar so we can mount your flag.
- If your truck does not have a headrest you must have a net covering the area behind the seat in the back window.

8. Safety bars:

- All interior bars must be a minimum of 2" outside diameter and a maximum of 6". End plates are MANDATORY on all bars and must be welded in place no bolting allowed. End plates can be no larger than 10" x 10". Any location where 2 pipes meet may be gusseted and must be gusseted inside the cab. You may use up to a 4" x 4" gusset.
- Pipes cannot be fence, galvanized, exhaust style of pipe/tubing.
- You must run bars either on the inside of the doors or inside the cab. They must be mounted within 6" of the door. You may weld a plate a Maximum of 10" wide across the driver door for protection, not to exceed 6" past the exterior door seams. This plate must be run horizontally
- Your cage must resemble the cage pictured below. This includes the down bars.



- All bars and posts in the proximity of the head must be padded.
- Overall safety will be determined by the official's at time of inspection.**

9. Welding:

- No inner seam welding or alterations to strengthen the frame. You may weld the firewall to floor seam.
- The bed must be welded to the cab on both sides and along the top rail of the bed.

10. Bumpers:

- One of the following bumper options may be used:
 - Stock O.E.M. bumpers off of a passenger car or truck may be used.
 - A **Maximum** 5" by 5" O.D. SQUARE tube may be used, ends may be capped, and cannot extend more than 10" from the outside of the frame. No skinning of square tube. Small plates may be added to

- mount if needed. Bumper must be straight.
2. Bumpers may be cut. Chrome may be welded to the inner bumper box.
 3. Additional metal only may be used **internally** on all bumpers. No other fill material may be used.
 4. Bumpers may be flipped.
 5. Bumpers may be welded to the brackets and the frame only.
 6. Only one bumper bracket per frame rail is allowed and front bracket can be welded and/or bolted no more than 14 inches from the front of the frame. This applies to the rear bumper bracket as well.
 7. If swapping bumper and brackets:
 - A. You may only use the factory O.E.M. mounting hardware that was on the car or truck originally or one style of car or truck bracket hardware and car or truck bumper. All other hardware must be removed. (Ex. Chrysler bracket with GM bumper on a Ford is allowed)
 - B. Shock tube will be considered the bracket if disassembled from the mounting hardware. If this is done Bumpers may be welded to the Shock tube and the frame only.
 8. You may use in place of shock tubes, pipe or tubing up to 3" O.D., 3/16" max wall thickness. And must be open-ended on the back side of the tube.
 9. Shock tubes or pipe can be no longer than 14" including any hardware.
 10. Compression bumper shock tubes may be compressed and welded.
 11. Bumpers may only use weld or small 3/8" type filler for gaps to attach.
 12. Bumper cannot be welded to any sheet metal.
 13. No welding of any kind other than what is specified and straps is allowed on the bumper.
 14. The bumpers may be no higher than 32" measured from the ground to the top of the bumper. The minimum truck height is 16" measured at the lowest point. **You must meet the minimum/maximum bumper height in order to run. Outside of those measurements will be DQ-ed.**
 15. You may run straps from the bumper to the hood no larger than 3" x 1/4". These straps may not run horizontal. They may be welded 8" to the bumper and be welded 8" from the front most part of the hood.

11. Frame:

1. **THERE IS NO WELDING OF OR TO THE FRAME ALLOWED OTHER THAN what is specified in the Rules.**
2. If you cut the frame for pre-bending purposed, you may not weld the cut back together.
3. All body mounts (rubber biscuit and cone) and frame "Pucks" may be removed.
4. You may replace all body bolts with bolts up to 3/4" in diameter. You are allowed 6 bolts in the cab and 8 bolts in the bed. You may add any extra bolts to get to the allowed number.
5. No Buffing, grinding or packing of frames.
6. **On C-channel frames ONLY: You may box the frame from the back of the driver's seat mounting bolts forward and the metal may be no thicker 1/4 inch and must be the same shape of the frame.**
7. **Driver's seat must remain in factory location.**

12. Radiators & Radiator supports:

1. Only OEM style passenger car or truck radiators may be used. Aluminum racing of the same style may also be used. Radiator hose loops may also be used.
2. Radiators FIN area only may be sleeved in a light expanded metal. It may not be fastened to any part of the truck.
3. Radiators must stay close to stock position in front of the motor. (No added water capacity).
4. Engine coolants are not allowed. Water only is allowed
5. Upper Radiator supports may be welded to the hood using a 6-inch weld only or may be bolted with two bolts with 3" washers. No more than 2 bolts may go thru the upper core support. And none if you weld it.
6. Lower Radiator support body mount bushings may be removed and replaced with a max. 1" bolt diameter. Bolt may go up through the upper core support or hood to be used in #5 above.
7. Radiator support may not be welded to the frame, bumper, bumper brackets or anything else.

13. Transmissions:

1. Transmission coolers will be allowed.
2. Proper hydraulic, Metal or steel braided line must be used.
3. Condenser must be enclosed or covered.
4. A 3 bar transmission protector is allowed (with no cross plating) and may not exceed the bell housing shape by more than 2 inches and/or an Ultra Type bell may be used. May only be attached to the transmission and may not be in or come in contact with the frame rails.
5. If you run a transmission protector, Steel bell housing or Steel Tail Shaft it may only be attached to the cross member with a stock OEM rubber mount or chained down.
6. f using either a transmission protector and/or an Ultra Bell, you MUST use a 2" x 2" O.D. square tube 1/4" wall

max thickness cross member. Cross member must have one 1/2" inspection hole within one foot of center on the side or bottom.

7. New transmission cross members must be within 5" of original mounts.
8. Transmission Protectors may REST on the transmission cross member no more than 5 inches in the center of the cross member, but may not be attached in any way to the cross member.
9. Slider drivelines are allowed and a driveline brake is permitted.
10. **Overall safety will be determined by the official's at time of inspection.**

13. Wedging:

1. Full bed wedging is not allowed. You may wedge the bed from the back of the inner fender wells to the end of the bed.
2. You may lay the tailgate flat on the wedge and weld 3 sides.

14. Gas Tanks:

1. Original gas tanks must be completely removed from the truck. You will not be allowed to leave it in even if it is drilled, cut, etc.
2. You must have your gas tank securely mounted at the front of the bed with a minimum of four fasteners and covered unless a fuel cell or metal tank. Seat belts or "pull" type straps may not be used for anything besides the cover.
3. A maximum size of 6 gallons can be used.
4. A marine type tank or fuel cell must be used. NO plastic gas tanks will be allowed.
5. Fuel lines must run inside truck. Original gas line inside frame cannot be used. You may run this line through a secured pipe where it runs between the bed and the cab.
6. **Overall safety will be determined by official at time of inspection.**

15. Battery:

1. It must be securely mounted inside the truck in a box and covered unless a gel cell.
2. Battery Box cannot be made out of plastic; Seat belts or "pull" type straps may not be used except for the cover.
3. Battery Box cannot be bolted thru or around the frame.
4. **Overall safety will be determined by official at time of inspection.**

16. Air Cleaners:

1. You must have an air cleaner over the carburetor at all times during the event.
2. No starting fluid will be allowed.
3. **Overall safety will be determined by official at time of inspection.**

17. Cut outs:

1. You may cut and roll the fender for tire clearance. You may use up to three 3/8" bolts. You may be asked to cut an inspection hole.
2. You must have a minimum 30" x 30" hole cut in the hood for inspections and fire protection. You may bolt around the opening within 3" of the opening every 12" with 3/8" bolts.

18. Trailer Hitches:

1. Trailer hitches and framework aftermarket or not must be removed.

19. Suspension:

1. **2-wheel drive suspension may be solid BUT must meet the bumper minimum/maximum height requirements.**
2. You may run up to 12 leaf springs in the rear and 10 leaf springs in the front. Exceptions will be made to a factory leaf pack.
3. You are allowed 4 clamps per leaf pack. You can have 2 in front of the axle and 2 behind the axle.
4. You may not pull the shocks and put pipes in their place. No solid suspension.

20. Rules for Previously Run Trucks:

1. You may restub your truck frame. You are allowed up to (8) 6" x 8" x 1/4" plates. If you restub this counts as 2 of your plates. There must be an obvious sign of frame damage or you will be asked to remove the patch. You may not cut the plates and use the excess elsewhere.
2. You may cover any holes for safety using like size material no more than 2" past the hole.

If you have other pre-run questions, e-mail before you fix it! ipullbuyer@gmail.com

2020 FULL-SIZED CHAIN 'N' BANG RULES

PASSENGERS ALLOWED

Passenger MUST sign waiver and acquire wristband for "Ride Along" privileges.

1. WELDING: Driver's door ONLY may be welded 100% inside and out. Hood may NOT be welded. NO welding of interior seams excepting driver's door. A mandatory horizontal back seat bar of no greater than 4" pipe or tube MUST be added and MUST touch the back of the driver's seat and a 4" pipe or tube may be added horizontally side to side in place of the dash. Ends of horizontal pipe or tube MUST be plated with no greater than 6x6 by ¼" thick plating. There MUST be at least 1 but no more than 2 vertical windshield bar(s) and they must be a minimum of ½".
2. DRIVER'S DOOR: The driver's door must be substantially reinforced. The reinforcement bar or blade must not exceed wheel well to wheel well and must be securely fastened to the vehicle. **If you have a "ride along" passenger, your passenger door safety MUST meet the Driver's Door requirements.**
3. SUSPENSION: Suspension must remain as factory setup. NO air shocks. Torsion bars may be tightened but must have substantial movement.
4. FRAME: There is NO welding or reinforcing to the frame of any kind. Any damage to the frame may be repaired but **not to exceed original strength** and will be subject to inspection crew's determination.
5. BUMPERS: Bumpers MUST remain in factory configuration. **Any "passenger car" bumper may be used.** The bumpers MUST be chained to the vehicle body using no greater than 3/8" chain.
6. BATTERIES: The batteries must be covered with rubber and securely mounted inside the cab of the vehicle.
7. GAS TANKS AND FUEL PUMPS: All factory gas tanks must be removed from the vehicle. This includes fuel lines etc. A metal marine tank or fuel cell is mandatory. 5 GALLONS OF GAS IS MAXIMUM. The fuel lines in the cab must be covered with rubber hose. If you are running an electrical fuel pump, you must have a shut off switch within the driver's reach and it must be painted orange. NO transmission coolers.
8. INTERIOR OR EXTERIOR TRIM: All glass, plastic and exterior trim, fiberglass body parts must be removed from the vehicle. NO BROKEN GLASS MAY BE LEFT IN VEHICLE, INCLUDING THE DOORS. Door panels, headliners, backseat carpet or any other fire hazard must be removed. Dash removal is optional.
9. RADIATORS: Must remain stock and in stock location. You may not relocate the radiator. No aftermarket coolers or electric fans may be added but you may remove the factory fan. WATER OR ANTI-FREEZE IS THE ONLY COOLANT ALLOWED IN RADIATOR.
10. TIRES: Tires may not be filled with anything other than air and MUST be **PASSENGER CAR STYLE** tires/wheels. NO wheel modifications **or agricultural style recaps.**
11. HOOD: NO welding of hood. Factory hood hinges must remain in place and hoods must be open during inspection. Factory hood latches MUST be removed. You must have a hole in the hood measuring 16 inches x 16 inches. Hoods must be chained with a maximum chain of 3/8". 2 loops, one per side chained to bumper.
12. ENGINES: Engines are to be left stock. You may chain down engine only. Factory engine mounts only; NO engine and/or transmission cradles added. Replacement engines may be used but MUST remain the same manufacturer of engine being replaced and MUST use factory mounts. (ie. Mopar with Mopar; GM with GM; etc.)
13. FUEL: You may use a mechanical or electrical fuel pump. Carbs need to be factory or equivalent to.
14. FENDERS & QUARTERS: You may cut, roll and bend fenders & quarters but cannot weld, bolt and/or attach inner or outer fenders in any other way than factory.
15. BODY: You may not remove the factory mounts. Factory mounts must remain in place or equivalent to. NO ready-rod, bolts, etc may be added to the mounts. Sheet metal may NOT be rolled, welded, bolted or reinforced. NO other reinforcement of any kind. This means you may cut or leave it factory.

- 16.EXHAUST: The majority of the exhaust MUST be removed from underneath the vehicle and you may do whatever else you desire with the exhaust.
- 17.HALO: A halo may be added but cannot strengthen the car in any way and may not be connected to the frame.

**MANDATORY SAFETY RULES WILL APPLY IN THIS CLASS IN ADDITION TO
THE RULES STATED HERE.**