

SQUIRRELS DERBY PROMOTIONS



Benton County Fair Demolition Derby Rules 2023

August 2nd and 5th

August 2nd

Hobo Compacts

½ ton Trucks

Mini Vans/Suv's/Mini Trucks

Weld Compacts

Full Size Chain Stock

August 5th

Hobo Compacts

Limited Weld Trucks

Mini Vans/Suv's/Mini Trucks

Weld Compacts

Full Size Chain

Street Stock Weld

Demolition Derby General Rules

1. **NO** drivers under 18 years of age. **NO EXCEPTIONS**
2. Each driver and pit man will sign a waiver upon entering the grounds relieving the responsibility or liability in the contest.
3. Driver entry includes driver admission only. No limit on pit crew. All spectators will be expected to follow pit area rules.
4. One tow vehicle per demo car allowed. All tools and equipment must be on tow vehicle or walked in. Tilt beds are allowed in the pit area but count as tow vehicle.
5. **NO** consumption of alcoholic beverages by anyone with a pit pass before or during event. Anyone caught consuming alcohol on fairgrounds with pit pass will automatically forfeit their pass, no refund of pit admission, will be disqualified from the event and will not be allowed in the pit area.
6. Any car that is disqualified during pre-race inspection will be given the chance to fix the 'problem' if time allows. If the 'problem' is deemed unfixable by the derby officials or the driver decided not to fix the 'problem', driver, car, and pit crew must leave pit area and will not be allowed to re-enter the pits for the remainder of the event. Admission fees will be refunded, but not car entry fee. If driver/pit crew decided to stay and watch derby, they must enter and pay regular admission at the main gate to grandstand.
7. All cars must have safety belts and drivers must be fastened in at ALL times during the derby.
8. All Drivers must have safety helmet and **MUST BE WORN AT ALL TIMES DURING THE DERBY.**
9. **STAY IN CAR AT ALL TIME DURING ACTIVE DERBY!** Drivers are only allowed to exit their cars when either the derby is over, or flagman stops the race for safety purposes.
10. Intentional hitting on the drivers' door will result in disqualifications. Any further violations will result in disqualification from the derby's for the rest of the evening.
11. Driver has 2 minutes to get car going after it has stalled during the derby.
12. **DO NOT** spin your tires when leaving the inspection area.
13. Final decisions in all matters will be left to the discretion of the show committee.
14. **For questions on derby rules you can text/call Bryan Carstensen at 320-980-6603.**

STREET STOCK WELD

1. Any American make car can run with the following exceptions: NO 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4, ambulance, hearses, trucks, limousines, etc...
2. All cars must be stock, unless modification is specifically stated in these rules.
3. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to the passenger floorboard and properly secured/covered.
6. All cars must have working brakes.

7. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run.
8. Repair Plates – (8) 6x6x1/8” Plates must be 1-inch apart including the weld; 1/2” weld max. They cannot touch or be attached to the driveline components.

FRAME

BUMPER

9. Bumpers Brackets - No more than one set of bumper brackets may be used. Bumper brackets may be from any car that is legal to run in your class and on only one side of the frame. Bumper brackets must be one of the two following methods.
10. First Way– factory bumper bracket that is legal to a car in your class may not extend any further back than the first 14” of the frame. You can weld bumper brackets to the frame (single pass only), on one side of the frame. You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock brackets. You can collapse shocks, and you can bolt the shocks to the towers with 1/2” bolt or less, and it must be done vertically. All brackets must touch the bumper and cannot be cut apart to lengthened. No part of the bumper bracket may extend back further than 14” from the front edge of the frame rail OR
11. Second way - INSTEAD of using bumper brackets you are allowed to use ONE 4” wide x 3/8” thick plate extending from your bumper down either a side, or the top, or bottom of the frame choose only one cannot wrap a corner with it and cannot be any longer 14”. You are also allowed to wrap this strap around the front of the frame 4” to create an “L” shape. This is to give you enough material to weld your bumper to the strap. Plate may be reconfigured but must stay only 4” wide max. Do not bend plate past 90 degrees when you reconfigure the plate. Plate may be welded on either side of the frame or the top or bottom, your choice. Do not abuse this rule YOU WILL CUT. Bumpers –
12. Stock Bumper - You may reinforce bumpers on the inside of the bumper all material must be inside the factory front and rear bumper skins with no alterations. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed.
13. Manufactured Bumper - If you choose to manufacture a homemade bumper it must conform to the following size limits. The bumper may be built up to have a 15” point from the farthest point from the back side of the bumper to the point, however the point itself may be no more than a factory Chrysler pointy itself and spanning over a 36” span across the bumper. They may be 8” tall.
14. Bumper height not to exceed 22” to the bottom of the bumper to the ground and must be a minimum of 14” from the ground to the bottom of the bumper or frame. Bumpers must be in stock location and must be mounted in the same location the factory mounted the bumper. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.
15. Front and rear bumpers may have 4 loops of wire from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame). These cannot be placed in front of the radiator. Rear Bumper Brackets must follow the front bracket rule, no longer than 14” on the frame. Wagons do not weld the bumpers to the body or move the bumper to the back frame rails.
16. 03 & Newer FOMOCO- Do not reweld the boxes. If you cut to tilt it has to be done in the side rails. Crossmember, bracket & downbars cannot support the tilt.

FRAME SHORTENING AND TILTING

1. You may shorten the front frame on a FoMoCo or GM on the front frame only. You may cut the frame off flush with the front edge of the body mount hole. If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or

relocate it you will not run. 76 and older Cadillacs must measure 18 inches minimum from the front a arm mount hole to the front edge of the frame and frame must be cut square. *80s and newer cars are allowed to cold bend in one location or cut factory seams apart to bend their cars down as long as no more than the 12” of weld (referred to in next rule) is used to. Do not abuse this rule or you will cut. No cars 1980 or older are allowed frame shape alterations.

FRAME WELDING

1. You can weld top and bottom factory seam A-arms forward. You are allowed a total of 12” of weld behind the a-arms and the weld must be marked with fluorescent green paint. If you extend past the 12” you will cut daylight out of the frame seam to get it back to 12”. If any welds are ground down to hide you will remove that frame section piece.
2. Rust Repair – Frame - None allowed – Body – only inside the passenger compartment for safety is allowed, if this is abused you will remove all extra metal. Frame Shaping – NO frame shaping is allowed.
3. You may not relocate any brackets on the frame. This mainly pertains to 1972 and older Cadillacs relocating torsion bar brackets to cut frame shorter, all brackets on all cars must stay stock with no alterations.

FRONT SUSPENSION

1. 03' AND NEWER

- **Must use factory rack & pinion, no steering box conversions.**
 - **Must run the factory aluminum cradle, NO added metal.**
 - **May use aftermarket tie rods.**
 - **Struts, spindles, an a-arms may be switched to a direct bolt on. No cutting, welding, and fabbing to make it work.**
 - **Engine Mounting, you may use a cradle like grey area or budde cradle or you can grab your own. Still must use a stock style rubber mount. The cradles are allowed to attach with one bolt through each aluminum tower, no other attachment points and must remain ½ inch off the side rail. Repair plates may not be used to tie cradle into the rails.**
 - **Watts link conversions are allowed, look in watts link conversion section above.**
1. Tie Rods and Ball Joints – Aftermarket tie rod tubes are allowed (no “Big Chiefs”) with stock size tie rod. Do not re-engineer the way the steering components mount to the frame. Only stock size car replacement ball joints and tie rod ends are allowed; no pickup or van tie rod ends. If using a weld in ring for ball joint it can not be any bigger than 2” tall by 3” in diameter, do not weld to the frame only the a-arm.
 2. A-Arms - A-arms may be welded or bolted down with up to a 5/8” bolt but may not be reinforced. If welded, it may only use up to 2- 2x4x1/8” thick strap per a arm. This strap must weld to the a-frame and cannot extend farther forward or backward than 1” past the widest part of the a-frame. No changing or modifying the a-arm brackets. All a-arms must bolt through the factory holes. COIL SPRINGS must be a factory car coil spring for a car that is permitted to run in this class.
 3. Steering box – May be interchanged but must remain a stock box for a car that is legal in the class you are running. Pitman arms must remain stock or stock replacement. No hydraulic steering setups.
 4. Idler Arm – Idler arm must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running.
 5. Hubs – Must remain stock for the spindle you are using no aftermarket hubs or rotors. Brake calipers must remain stock for the stock spindles.
 6. Spindles – must be stock for a car that is legal in the class you are running, with no modifications.

REAR SUSPENSION

1. Leaf springs must be from a stock car allowed in this class, no added leafs. No rearranging the stacks. You may add 3 homemade leaf spring clamps per side 2x4x1/4" thick, stock clamps will count as part of your total of 3 clamps. No shorting of the leaf pack. You must have a working shackle throughout the event. You may weld leaf spring mounting brackets to prevent them from becoming unbolted. – No coil leaf conversions
2. You can change coil springs to a stiffer spring, you can double the rear springs (they may be tied together in no more than two spots, do not weld them together), do not put spacers in sagging coil springs to get your height, do not raise the suspension any other ways except what is listed above. You can wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount.
3. You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wire) from rear end to frame in 1 spot on each side, must go around frame, do not bolt the chain to the frame. We are going to allow you to weld the chain to the side of the frame, for your chains from the frame to the rear end, you can weld one link only to the side of the frame if you choose to weld the chain instead of wrapping it around the frame. This is a standard chain link do not use long 3/8 mooring chain links.
4. Or you may use 2- 1" all thread going from your rear end through the package tray to hold your rear end in. This may not go through the body.
5. Use all-thread or chain not both!!

WATTS LINK CONVERSIONS

1. They must bolt to package tray with 4 – 1/2" diam. and 1 -3/4" Bolt. No welding of the upper brackets to package tray. The upper brackets can be no thicker than 3/8" and must be at least 1" away from frame rail with a mounting plate of no bigger than 8" square. The upper trailing arms must angle off the factory mounting point on the rear end and mount to package tray in the factory mounting location of the car you are running 98 – 02 fords mount the same way as a 97 and older ford. Lower frame brackets may be 1/4" X 6" X 3" box tubing 3" long welded to side of frame (not to top or bottom of frame in any way) where the factory brackets are located. All unused brackets must be removed from frame. No gussets may be used on these lower brackets

TRAILING ARMS

1. You may use loaded factory trailing arms or you can manufacture homemade trailing arms out of 2"x3" square tubing, both styles must pivot on both ends and have rubber bushings.

REAR-ENDS

1. Use rear end of choice, nothing heavier than an 8 lug rear end. You can tilt rear end if you wish. Welded or posi-track highly recommended. Back braces are welcome. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube or 10" on the remaining housing. No changing out rear package trays on frame. - You must use the factory brackets that came with the car you are running unless Watts Link than see the Watts Link rules. No relocating brackets on the frame. Rear end control arms can be reinforced. They must start from a stock set but can be reinforced. They must attach in stock configuration for the suspension setup you are using.

TIRES

1. Tires no bigger than 16 inch, No split rims, No studded tires. Foam filled tires are not allowed at the arena events. Doubled tires are ok. Valve stem protectors are ok. Tires may be screwed to rims. Wheel reinforcement is allowed as long as the wheel starts with a stock wheel, and the reinforcement stays within the factory bead.
2. Bead locks are allowed. They must not go past the rubber on the inside of the tire and the outside must remain inside the factory lip of the rim.
3. Solid tires are allowed

ENGINE

1. Front Plates, pulley protector and lower cradles only! After market lower mounts are allowed but must have rubber bushing.

TRANSMISSION

1. You may run multiple bars down or one solid plate that conforms to the the transmission and may run from the back of the bell housing only. The bell housing can only bolt through the factory transmission hole on the motor. If these bars or plate catch the sheet metal excessively you will be required to cut reliefs into the transmission tunnel. Your trans brace can only be welded 4" were it meets the transmission cross member. You are allowed to build a 90-degree angle where it meets the transmission cross member and it may be tied down with one 3/8" chain or 2 – 5/8" bolts with 1.5" washers or welded to the cross member for 4" total.
2. You may use a straight piece of 2x2x1/4" tubing, no contours and must be mounted in the stock location on the transmission. It must be straight from rail to rail.
3. NO HOMEMADE TRANNY CROSS MEMBERS one piece of tubing
4. 2x2x1/4" tubing is the only cross member you are allowed, no stock cross members
5. No stock cross member only 2"x2"x1/4" tubing
6. Tranny cross members must mount in factory location for the car only and may use (2)- 2x2x1/4" x 6" long angle iron to reinforce the cross member, must be welded to the frame and cross member. The transmission cross member must be one piece and must be straight from side to side. The transmission cross member is the only method which the transmission may be tied in.

BODY

1. **(1)- 03 & Newer FOMOCO allowed per team. You cannot put a wagon body on a sedan frame, and you cannot put a sedan body on wagon frame. No manipulating a wagon's roof to create a sedan on a fresh car. You cannot cut the roof off at any time for safety reasons.**
1. Body may be shaped on the exterior sheet metal only. No body shaping inside the passenger compartment, inside the truck, or inside the engine compartment at all.
2. You are allowed 2 spots per window (4 Loops).
3. You may run wire from frame rail underneath back of car, behind rear end with 4 loops of wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld 1 – 3/8 chain link to the side of the frame to run the wire through, but do not reinforce the frame with the chain link or you will cut it off. This wire may pass through the trunk floor if you choose.
4. For mounting radiators you may use (4)- 1/2" all thread. This may pass through the bottom of the core support. This must not pass through the upper core support. It may be attached to a 2"x6" 1/8" flat steel and must be welded to the core support they must be outside the fan. NO radiator guards allowed
5. Body mount bolts can be replaced with 1/2" bolts and can only be 8-inches long, body mounts can be replaced with steel or washers but must be 1" thick and have the same diameter as stock spacers. Bolts may extend through body and have up to a 4x4x 1/4" washer on top, washers must be separate and cannot reinforce the frame. Bolts must be up inside of the frame with up to a 2x3x 1/4" washer. If you choose to use a body mount hole for your hood ready bolt this does not have to be up inside frame, the plate can go on the bottom side of the frame and be no larger than 3". if you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. You must leave at least a 3/4 space if using the factory rubber spacer. Do not devise a way that enables you to suck them down tight.
6. Radiator support mounts can be removed, and you can suck the radiator support down solid. Absolutely no body mounts may be moved or added, do not shorten the front of your car and move back past the body mount hole as your car will not run. If you have to build core support

spacers you may not weld it to the body or the frame mount. Core Support Spacers cannot exceed 2" square material and must stop on the bottom of the core support and top of the frame. The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. The all thread may only be welded to the side of the frame in this location. Chrysler K-Member cannot be altered.

7. Hood must have at least a 12 inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 6 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 6 bolts. You are allowed 6 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread, it may go from the hood to the frame, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded. All other tie down spots must be sheet metal to sheet metal only, and the hold down bolts cannot exceed 8" in length! All hood bolts must be placed outside the windshield bars.
8. You may have plates for hood tie down, not to exceed 5x5x1/4" square or 6" x1/4" round. Front core support cannot be moved back from its factory location. It must stay bolted to the fenders the same way that it came factory.
9. You may cut wheel wells for tire clearance. Fenders may be bolted back together with 5 -3/8" bolts or less with 1.25" diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 4 - 3/8" bolts with 1.25" washers to bolt back to the core support of fender.
10. Firewall- DO NOT ALTER FIREWALL!!! Besides cutting out for distributor.
11. Window Bar- For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, straps cannot be any larger than 3/8"x3" flat strap. If and only if you remove the firewall/dash completely between the straps you can connect these 2 bars. The removed part must be completely removed and must be as wide as the vertical bars. The horizontal bars connecting the two vertical bars cannot be any larger than 3/8"x3" straps. No more than 6" of strap material is allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over 6" on roof or firewall or you will cut. Window bars cannot go more than 6 inches past the window opening. Must be at least 14 inches apart at the firewall.
12. You may weld your doors solid with nothing larger than 3" by 1/8" strap and must follow the door seam. Do not overlap strap or you will cut the strap off. You may fold tops of doors over and weld the outer skin and inner skin together, but you are not allowed to add any material. If you chose not to weld, they must be tied shut in six locations using 1/2" bolts no longer than 6", 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points. You are allowed to add bracing to the exterior side of the driver's door. This bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 3" past the exterior door seam either forward or backward.
13. You may weld your trunk lid shut 5" on 5" off along the factory seam. You can fold hoods or trunk lid over do not weld any made seem that didn't meet up factory. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Trunk lids must be stock shape but may be folded in but keep it clean. You may dish the trunk but must have two 6"x6" inspection holes in the trunk lid for inspection.
14. No altering the speaker decks
15. (2) 1" All-thread may go from the trunk lid to the frame or trunk pan, If welded to the frame it must come straight down from the trunk lid and can only be welded 4 inches vertically.
16. If it passes through a body mount hole you must have a 1" spacer between the body and frame

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

CAGE

1. All cage material must be no larger than 6" od, unless specified for a specific rule. It must be a minimum of 4" off the floor everywhere except the down legs going straight down. No cage material may be within 6" of the firewall and any part of the engine or components and be minimum of 4" off the transmission tunnel which no sheet metal cannot be altered. You may weld a bar behind the seat from doorpost to doorpost, it can be an X do not connect directly to frame, and you may also have a single bar (with no extensions), across your dash area to replace you dash. You may run a bar connecting the dash bar and seat bar inside of the front doors only. You may weld two down bars from the cage to the frame vertically or to the floor to protect batteries and your feet. These down bars must remain behind the inside door seem and may only be welded to the top side of the frame. These bars cannot not exceed 2"x3". You must have a roll loop behind the seat, which must be welded to the floor or frame and may be welded or bolted to the roof. Side bars including roll over may be a max length 62 inches long. Side bars may be any dimension but must remain off the floor everywhere 4 in, they must remain 6 inches away from firewall and rear sheet metal. This is for drivers safety, not to strengthen the car, if we feel you have pushed this, you will cut!
2. Mopar's are allowed to run a 1" bolt with a 5" plate on both sides (frame and body) in the front most frame hole in the rear frame. You are then allowed to weld a kicker from the door bar and weld to the top of this plate. It can be a maximum of 2x3" square tubing. All Mopar cage material must be 5" forward from the center of this body mount hole other than the kicker explained prior. Some Mopar's have a very tight passenger compartment and you may need to run the halo through the small back window, mainly Cordoba's, call first.
3. You must run a gas tank protector. It cannot attach to anything other than your cage. It must be centered between your frame humps. It cannot exceed 24" wide. It can angle in from your roll over protection. It must be a 1" away from rear sheet metal, which cannot be removed. The bracing must be 4" above all floor sheet metal, which cannot be removed, measured from the highest flat area of the floor in the rear seat area.

FUEL TANK, OIL COOLER, & TRANSMISSION COOLER

1. Original gas tanks must be removed. You must use a well-made fuel cell, and it must be properly secured and covered. Only metal tanks may be used. Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car. No other source of gas inside the car at all. Engine coolers are allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount.
2. Final decisions in all matters will be left to the discretion of the show officials!

FULL SIZE CHAIN STOCK

1. Any American make car can run with the following exceptions: NO 1970 or older Lincolns and NO 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4, ambulance, hearses, trucks, limousines, etc...
2. All glass, plastic, and trailer hitches from exterior of car must be removed.
3. Original gas tank must be removed. You must use a well-made fuel tank, fuel cell or boat tank. NO PLASTIC TANKS. Tank must be well secured and bolted down where the back seat used to be. Fuel line must be secured and fastened properly. If running an electric fuel pump must have switch properly marked for easy shut off.

4. Radiator must remain in stock location and be filled with water only.
5. Transmission coolers are allowed inside car but must have approved steel or hydraulic lines.
6. Battery must be relocated to inside the car on the passenger side floorboard, must be fastened securely and covered.
7. No big hole in the firewall.
8. Headers are allowed through hood. May bolt sheet metal together around header hole(s) with no more than 8 bolts per header hole. If not running headers must have a 12"x12" hole cut in hood.
9. Bumpers may be any OEM bumper, stuffed OEM bumpers allowed, homemade bumpers can be up to 4"x6" tubing. Bumpers may be seam welded. Bumper may be welded to shocks/brackets and shocks bolted to frame or may hardnose bumper to frame rails (no shocks or brackets), can use 2" angle iron vertically on side of frame to bumper to help secure bumper. Can only choose one.
10. NO BODY SHAPING ALLOWED other than trunk lid may be tucked 50% no dishing
11. May have 2-1" all thread rod through core support down through frame body mount and hood. Also are allowed 4 more spots to secure hood using 2"x2"x2" piece of angle iron. One secured to fender and 1 secured to hood with 1 bolt securing them together.
12. Can have 2-5/8" all thread in trunk can be down through the frame and 2 spots of wire or chain. Or the trunk lid can be chained with 3/8" chain or no all thread and can have number nine wire in up to six spots.
13. Drivers door may be welded shut. All other doors must be chained with 3/8" chain or number 9 wire in up to 6 spots per door. Bottom chains/wire may go around frame.
14. May have to 2 windshield bars from roof to firewall and 1 rear window bar from roof to speaker deck.
15. 4pt cage highly recommended, to sheet metal only not to frame. Cage can be up to 4"x4" tubing. Halo bar is allowed can not be welded to frame, no further back than seam on floor in front of back seat. Drivers door can be reinforced for safety. A strap on outside of driver's door for protection can be up to 6" wide and is only 6" longer on either side of door. Gas tank protector allowed but can not touch sheet metal.
16. Factory body mounts and bolts may be replaced but must have at least 1" body spacers and 5/8" bolts. Body spacers can not connect to each other.
17. Trans cross member 2" x 2" x 1/4" max, frame rail to frame rail no kickers to crush box
18. No frame seam welding is allowed.
19. Pre ran cars are allowed 4-5"x5" repair plates per frame rail. Must be 1" apart can not touch! That includes having 1" gap between the welds.
20. On leaf spring cars no welding or adding extra leaf's.
21. Stock suspension must be left intact. Front suspension can be bolted, chained or welded with 3"x3" plate on front and back side of upper A-arm.
22. Cutting for wheel clearance is allowed. Wheel well sheet metal can be bolted with no more than 4 bolts per wheel well.
23. Motors are interchangeable and must remain in stock location. Motor and transmission can be chained without reinforcement.
24. Slider drive shafts are allowed.
25. Stock appearing 5 lug rear ends only no bracing of any sort.
26. Lower engine cradle, and pulley protector allowed no other protectors or transmission brace. Motors must be rubber mounted aftermarket lower mounts are allowed, can be welded.
27. May use other than stock tires. Air only no fluid filled or solid tires.
28. Must have sign with visible number on both sides mounted on roof of car.
29. All cars must remain stock unless otherwise specified.
30. Final decisions in all matters will be left to the discretion of the show officials!

MINI VANS/SUV'S/MINI TRUCKS

1. Any mass produced front wheel drive mini van or suv 4or 6 cylinder. No durango's or dakota's.
2. All glass, plastic, and trailer hitches from exterior of car must be removed.
3. Original gas tank must be removed. You must use a well-made fuel tank, fuel cell or boat tank. NO PLASTIC TANKS. Tank must be well secured and bolted down where the back seat used to be. Fuel line must be secured and fastened properly. If running an electric fuel pump must have switch properly marked for easy shut off.
4. Radiator must remain in stock location and be filled with water only.
5. Transmission coolers are allowed inside car but must have approved steel or hydraulic lines.
6. Battery must be relocated to inside the car on the passenger side floorboard, must be fasted securely and covered.
7. No big hole in the firewall.
8. Must have a 12"x12" hole cut in hood.
9. Bumpers may be any OEM bumper, 4"x6" tubing allowed for bumpers no bumper brackets. Bumpers may be seam welded, no stuffed bumpers. Bumper may be welded to shocks/brackets and shocks bolted to frame or may hard nosed bumper to frame rails (no shocks or brackets), can use 2" angle iron vertically on side of frame to bumper to help secure bumper. Can only choose one.
10. May have 2-1" all thread rod through core support down through frame body mount and hood. May use angle 2" angle iron up to 3" long in 4 spots to secure hood. (Example weld 3" long angle iron to hood and another piece to the hood and can use 2- 3/8" bolts to bolt the angle iron together, and that can be done in 4 spots.) Or the hood can be chained with 3/8-inch chain or number 9 wire in up to 4 spots.
11. Drivers door may be welded shut. All other doors must be chained with 3/8" chain or number 9 wire in up to 6 spots per door. Bottom chains/wire may go around frame.
12. May have to 2 windshield bars from roof to firewall.
13. 4pt cage highly recommended, to sheet metal only not to frame. Cage can be up to 4"x4" tubing. Halo bar is allowed cannot be welded to frame, no further back than seam on floor in front of back seat. Drivers door can be reinforced for safety. A strap on outside of driver's door for protection can be up to 6" wide and is only 6" longer on either side of door. Gas tank protector allowed but cannot touch sheet metal.
14. Factory body mounts must remain in position between body and frame, beside the 2 in the core support and 2 in the trunk. No additional body mounts allowed.
15. No frame seam welding is allowed. Pre ran vans have repair patch on frame rails. 4" wide no thicker 3/16 thick and allowed up to 6" per frame, but only where there is a bend and must prove bend.
16. Stock suspension must be left intact.
17. May use other than stock tires. Air only no fluid filled or solid tires.
18. Must have sign with visible number on both sides mounted on roof of car.
19. All cars must remain stock unless otherwise specified.
20. Final decisions in all matters will be left to the discretion of the show officials!

½ TON TRUCKS

1. ½ Ton Trucks Only
2. 2WD and 4WD trucks and Suburbans are allowed. 4WD vehicles must remove the front drive shaft. All frames must be pickup truck frames!
3. Standard cab and standard box allowed, no altering, no exceptions! All cabs must match the frame (Year & Make) they are going on.
4. Maximum frame height is 28 inches, minimum frame height is 19 inches.
5. No body or suspension lifts allowed. No flat beds, or any other style frames!
6. Remove all glass, chrome, plastic, moldings, headliner, flammable material, A/C coolant, antifreeze, trailer hitches and interior decorating.
7. Stock gas tank must be removed. A small metal tank must be mounted in the rear seat area. The tank must be very secure and covered. Use proper rated fuel lines.
8. Plastic tanks must be in a metal box, no exceptions!! Electric fuel pumps are allowed but switch must be clearly marked on/off.
9. Floor shifters are allowed. Ignition and wiring modifications (hotwire) are allowed.
10. Hood must have 12" x 12" minimum hole to easily extinguish fires. Extra hole(s) in hood are not required if header holes are least 12" x 12".

Frame-

1. Nothing may be welded past 6 inches from the front of the frame. You may weld a 6"x6" plate to the front of the frame to bolt your bumper to. 6" from the back of the bumper is all you get to mount the bumper.

Bumpers-

1. Loaded bumpers and manufactured bumpers are all allowed.

Hood-

1. (6) locations of bolts, chains or 9 wire will be allowed, 1" max. (2) may go to frame, the other (4) locations must be sheet metal to sheet metal. If you choose to use threaded rod it must be welded vertically within 4" of the stock core support location, 1" max. Only one of these three may be used.

Steering-

1. No welding or bracing tie-rods, must be a stock tie rod from a 1/2-ton truck. Aftermarket steering columns are allowed.

Engine-

1. Motors may interchange, but it must be within 4" of the factory location.
2. No distributor protectors & transmission braces
3. You are allowed a front lower cradle with pulley protector. Cradle must attach to a factory style engine mount; this is the only way to tie the engine down. No part of the lower cradle can extend any further back than 3" from the very last boss on a stock engine. Carb halos are allowed, nothing can extend past the last spark plug hole on the block. No pan protectors, side bars, etc. can go back towards the transmission to tie it in. Header protectors are allowed; this can be accomplished with a piece of 4"x4"x¼" welded around header or to carb halo only

Transmission-

1. No transmission braces whatsoever.
2. A JB aluminum bell is allowed but may only be secured by the pump bolts. All sheet metal must be at least a ½" from bell.

3. You may have a transmission cooler but cannot strengthen truck in any way and must be secured.
4. Any driveshaft allowed, including sliders.

Radiators-

1. Must be in stock location.
2. Aftermarket stock radiators allowed.
3. You may bolt air conditioner condenser in front of radiator.
4. No homemade radiators. No radiator protectors allowed.

Doors-

1. Doors may be welded 5" on 5" off with nothing larger than 3" wide by ¼" thick strapping. If you choose not to weld, you are allowed to chain or 9 wire your doors shut.

Driver's Safety-

1. You are allowed a driver's door plate/protection. This cannot exceed past 3" of the driver's door seam either way.
2. All cage components cannot exceed 6" OD and cannot be any smaller than 2" OD. This cage is strongly recommended for your safety!
3. You are allowed a dash bar, a bar behind the seat, and you can connect these 2 bars along the inside of the doors. All cage components must be free floating, with 2 down legs to cab tin only! Down bars cannot be anywhere near frame. Dash bar must be 6" away from transmission tunnel.
4. Rollover bar consists of (2) uprights and (1) horizontal bar over the cab. 2 down bars can go to the body up to 24" behind the halo.
5. Cab can be welded to box on the exterior only!

Tires-

1. Any tire is allowed.

Suspension-

1. Maximum frame height is 28 inches to the top, minimum frame height is 19 inches to bottom. No exceptions!
2. Stock springs only, no homemade springs!
3. You may clamp springs together with factory or homemade clamps, (6) per side. Homemade clamp size cannot exceed 3" wide material and cannot be thicker than 3/8". 7/16" bolts max is allowed to bolt the homemade spring clamps together.
4. No leaf conversions on 1989 and newer GM or Ford trucks unless they came factory with leaf spring perch mounts. No exceptions!!
5. 2x2" tube straight from axle to frame is allowed to get height.

Batteries and Fuel Tank-

1. Fuel cell is highly recommended to be in a steel box. This is to be located in the most forward center of box or inside of cab. Gas line to be run in a protective conduit.
2. Two batteries max, batteries must be covered or in a box. All battery boxes and fuel cells must be mounted securely.

Body Panels-

1. No creasing is allowed.

Body Bolts & Box-

1. Body bolts can be replaced, up to ¾" max rod. You may add (4) additional body bolts in the box, and additional body bolts in the cab. These can be welded to the frame but must be vertical and cannot

exceed the 3/4" rod! 6"x 6" washers in stock mount locations are allowed.

2.Box must remain upright and in stock location, no tucking, shortening, or other manipulation to the box is allowed!

3.All boxes that tucked themselves in during the event need to be straightened out in a respectable manner if they want to run the next event.

4.You are allowed a plate for you gas tank to sit on, the plate can be 3" wider in all directions of your fuel cell. It must be free floating and can be bolted to sheet metal only, you cannot connect it to your back-seat bar or cab or roll bar.

Tailgate-

1. Tailgate must remain upright in the stock location. Tail gate may be dropped a maximum of 8" but must remain vertical. You may weld tailgate to frame or bumper. No tucking of tail gate is allowed.

2. You have (3) ways of fastening your tailgate. You may weld a 3" wide strap per seam, or Chain/9 Wire at (2) locations per seam. Outside only.

Rear Ends-

1. No braced rear ends are allowed! Factory 5 or 6 lug rear ends only, no 8 lug rear ends allowed!
(1) additional 3/8" chain per side is allowed to hold rearend in place.

Repair-

1.No Plated Fresh Trucks!

2.Pre-run trucks get up to 3"x12"x1/4" thick of plating per rail. It must be on a clearly bent area, not stress marks. When this plating is gone it is gone, you do not get 13".

31. Final decisions in all matters will be left to the discretion of the show officials!

LIMITED WELD TRUCKS

- 1 Any American made pickup, ext, crew cabs, and suburban are allowed. Older C-Channel trucks can not be taller than 7.25" tall. Nothing bigger than a 1 ton (F350, Chevy and Dodge 3500). Any Questions please call first. SUV FRAMES MUST REMAIN UNDER SUV BODY AND PICKUP FRAMES MUST REMAIN UNDER PICKUP BODYS. Frames must remain stock and unaltered in anyway. Shortening front frame rails up to front core support mount without moving core support mount or any leaf spring brackets will be allowed. NO SHORTENING MIDDLE OR REAR FRAME SECTIONS OF ANY KIND. NO MAKING LONG BOX FRAMES INTO SHORT BOX FRAMES. AUTOMATIC LOAD!! Call before cutting!! No welding other than specified!! NO adding extra braces in frame or engine cradles.
- 2 Hood may be chained 3/8" chain, wired or bolted in 6 separate locations, two chains or wire may go from core support to bumper. You will be allowed two 1" max rods welded to frame used for hood pin at core support, rods may be welded to core support 5" per rod (5" long filler material can be used to reach core support if not resting tight against), you will also be allowed a 5x5" washer welded to top of core support for hood pins to go through to hold in position, other 4 locations up to 1" max hood pins, wire or chain must go from sheet metal to sheet metal only. Hood washers no larger than 5x5" and 1/4" thick, hood pins must be straight up and down 1" max length. You may use four 3/8 bolts each hole to bolt hood skin together hood openings around stacks. MUST have two window bars no larger than 3" or two #9 wires in windshield opening to prevent hood from entering driver's compartment
- 3 Doors may be chained or wired in 4 locations per seam or welded 5 on 5 off weld outside only (1/8" strap no wider than 3") Driver's door may be welded solid and reinforced for

safety (HIGHLY recommended) and can have a driver's window net. Tailgate must be ran in upright position, no removing, may be chained in 4 locations per side OR welded using 2x2" angle iron inside, or flat strap outside 5 on 5 off on the gate. Welded inside or outside not both. may be lowered and welded to end of frame rails to use as a bumper as long as no other form of bumper is used. If bumper is used may lower tailgate and weld to top of frame only (NOT bumper) and chained in two lower locations. Suburban & SUV back doors use tailgate rules to secure. Make sure tailgates are properly secured, if they fall off at any point of the show it could be means for disqualification. All box sides and tailgate should be properly secured before the start of each show, no loose/flopping panels when pulling onto the track. Interior box seams can be stitched welded 5" on 5" off to help secure box sides to box floor. No open frame rails.

4 Front and rear bumpers may be changed to seam welded, loaded car bumper (rear bumper must remain flat and no bigger than 6" material) NO adding bumper brackets to frame. Factory appearing pointy replicas, 74 chevy replicas, and 76 chevy replicas will be allowed. Pointy replicas point must be no further than 14 inches from the back of bumper to tip of point and must spread over same angle as a stock pointy.

Other homemade bumpers to be no bigger than 8" material, and point on them to be no more than 4" out from the flat front part of the bumper, and spread over a span of at least 32".

Bumpers may be welded to frame plus added 2"x2" wide ¼" thick angle iron also to help secure to frame on all sides (DO NOT run lengthways down frame as a bracket- bumper attachment ONLY) Bumper height max 30" to the top of bumper- min 22" top in the rear. NO open frame rails

Any ply tire allowed, stuffed, skid, ag, and split rims but ring must be fully welded. Full centers and 1" wide bead lip protectors will be allowed on rims.

- 5 Suspension: Front axle non-leaf-spring trucks may install ¾" bolt in center of a-arm welded to spring pocket to gain height. Front shocks may also be replaced with a piece of steel stock (bolted) in factory location to maintain ride height. Stock leaf packs, no adding leafs, you may have 6 leaf clamps per leaf pack total (factory or aftermarket) . No coil to leaf conversions on front axles. Factory leaf spring perches may be welded or bolted to frame to help from tearing off. May add two chains per axle to frame 3/8" chain. ½ ton may swap to ¾ ton rear ends, may be welded posi-traction, NO bracing on rear ends.
- 6 May crossbreed engines and transmissions.
- 7 For any truck with no engine crossmember this is your allowance: you will be allowed to build an engine crossmember out of 2x6x1/4" thick tube max. You will be allowed to have a piece of the 2x6" tube 6" long welded or bolted in the C channel part of the frame, from there you can weld the 2x6" tube straight across off those pieces. This crossmember must be directly above the front axle of the truck, absolutely no gussets or extra bracing from crossmember to frame. Must only contact engine/cradle at mounting bolts ONLY. Outside of motor mount bolts. Crossmember cannot be used as brace or support for lower engine cradle or any other part of drivetrain or suspension, in addition to the crossmember you will be allowed to box frame from front frame horns to this crossmember. Max thickness on plate will be 1/4", no internal reinforcement behind plate. Must have inspection hole in frame capping. Do NOT use firewall as a brace. May have two chains or wires to frame to hold motor in place, may weld motor mounts in size of factory mount. Engine must be bolted to mount with two bolts not welded. Trans cooler allowed if deemed safe, do not use rubber unbraided trans lines. Trans may be chained or wired to crossmember. Block saver lower engine cradles allowed with pulley protector. Distributer protectors, and steel tail shafts will NOT be allowed. Any driveshaft may be used, sliders okay. No radi-barrels, must use a radiator in factory location or loop hoses.

- 8 You will be allowed an aluminum ultra or steel bell with no extra bracing or supports. Can not come in contact with floor in any way. NO MIDPLATES ALLOWED. Or you can have a skeleton brace for top of tranny only not welded to crossmember in any way. No pan protectors or anything on the bottom. Pick 1 of the 3 (ultra bell, steel bell, or skeleton brace)
- 9 Trucks may have 8 locations of chains, bolts or U-bolts to secure box to frame, cab 6, and core support 2, (suburban, SUV, may only use 10 total throughout cabin compartment and 2 at core support). 1" diameter max size bolts with plate size no larger than 1/4" thick x 8" square. Bolts may be bolted through top of frame like factory or may be welded to outside of frame, do NOT pin frame. In addition, you may leave original body mounts in factory location but must remain 100% stock rubbers included. If removed and bolted solid you lose option to use extra factory location.
- 10 Final decisions in all matters will be left to the discretion of the show officials!

HOBO COMPACT

1. Any four- or six-cylinder compact car. Front or rear wheel drive. No 4-wheel drive cars.
2. 4.9-liter engine max.
3. All glass, plastic, and trailer hitches from exterior of car must be removed.
4. Original gas tank must be removed. You must use a well-made fuel tank, fuel cell or boat tank. NO PLASTIC TANKS. Tank must be well secured and bolted down where the back seat used to be. Gas tank may have tray mounted off pillar to pillar bar. Fuel line must be secured and fastened properly. If running an electric fuel pump must have switch properly marked for easy shut off. Must have at least 3" washer on floor so bolts dont pull through sheet metal.
5. Radiator must remain in stock location and be filled with water only.
6. Transmission coolers are allowed inside car but must have approved steel or hydraulic lines.
7. Battery must be relocated to inside the car on the passenger side floorboard, must be fastened securely and covered.
8. No big hole in the firewall.
9. Headers are allowed through hood.
10. No body shaping.
11. Can have a drivers door bar bolted to the outside of the door. 6" past front door seam and 6" past drivers door rear seam.
12. Pillar to pillar door bar 4"x4" max square or round tube.
13. 4 chains or nine wire allowed to secure hood and 4 chains or 9 wire allowed to secure trunk.
14. No frame seam welding is allowed. Pre ran cars can have repair patch on frame rails. 4" wide no thicker 3/16 thick and allowed up to 6" per frame, but only where there is a bend and must prove bend.
15. Bumper; factory bumpers or up to 4"x6" tube.
16. Final decisions in all matters will be left to the discretion of the show officials!

Weld Compacts

- 1 Any four- or six-cylinder compact car. Front or rear wheel drive. No 4-wheel drive cars. Max wheel base 108.5"
- 2 4.9-liter engine max.
- 3 All glass, plastic, and trailer hitches from exterior of car must be removed.

- 4 Original gas tank must be removed. You must use a well-made fuel tank, fuel cell or boat tank. NO PLASTIC TANKS. Tank must be well secured and bolted down where the back seat used to be. Fuel line must be secured and fastened properly. If running an electric fuel pump must have switch properly marked for easy shut off.
- 5 Radiator must remain in stock location and be filled with water only.
- 6 Transmission coolers are allowed inside car but must have approved steel or hydraulic lines.
- 7 Battery must be relocated to inside the car on the passenger side floorboard, must be fastened securely and covered.
- 8 No big hole in the firewall.
- 9 Headers are allowed through hood. May bolt sheet metal together around header hole(s) with no more than 8 bolts per header hole. If not running headers must have a 12"x12" hole cut in hood.
- 10 Any car with stock shackled can be up or down. Homemade spring clamps, two allowed per side. Suspension may be welded but no reinforcing.
- 11 Any bumper allowed as long as it's a car bumper. May be shortened and seam welded. 16" bumper brackets. 16" bumper brackets allowed.
- 12 4pt cage highly recommended, to sheet metal only not to frame. Cage can be up to 6"x6" tubing. Dash bar must be 6" from firewall. Halo bar is allowed cannot be welded to frame, no further back than seam on floor in front of back seat. Drivers door can be reinforced for safety. A strap on outside of driver's door for protection can be up to 6" wide and is only 6" longer on either side of door. Gas tank protector allowed but cannot touch sheet metal. May reinforce center posts.
- 13 Motor swapping allowed; Motor may be chained. Motor mounts may be welded, no other fabrication. Lower cradle allowed no full cradles.
- 14 Can have six frame anchor bolts in hood 1" diameter max, 3 per side and 4 can go to the frame 2 per side.
- 15 Doors may be welded. Drivers door may be welded solid.
- 16 Drivers door may be reinforced for safety. A strap on the outside of the door for protection can be up to 6" wide and can only be 6" longer on either side of the door.
- 17 Can chain motor and transmission.
- 18 Stock motor mounts can be welded, no other fabrication.
- 19 4"x 20"x ¼" patch per frame rail, pre ran cars only.
- 20 May use other than stock tires. Air only, no fluid filled tires.
- 21 Must have sign with visible number on both sides mounted on roof of car.
- 22 All cars must remain stock other than specified.
- 23 Final decisions in all matters will be left to the discretion of the show officials!