

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The rules will be similar to other promoters, like Smash it and Twisted Metal derby team, that way drivers can keep the same set of rules and also run other promoters' shows without having to change, to build another car for a different event. This makes it easier for the drivers.

The Management of (New Beginning Derby Team)

ALL VEHICLES ARE TO BE BUILT TO THE RULES, ANY EXTRA REINFORCMENTS WILL BE CUT AND COULD

CAUSE YOUR VEHICLE TO BE LOADED AND FORFITURE OF ENTRY MONEY BY OFFICIALS' DISCRETION.

Entry and Registration

1. All drivers must fill out an entry form to compete.
2. All drivers and pit crew members must sign a release form prior to the Derby. All injuries must be reported to the officials at once. Only drivers, owners, and crew members that sign the release sheet will be allowed in the pit area.
3. If you are pregnant and/or have back, heart, or health problems, you are not permitted to compete.
4. Any driver or crew member not obeying the rules will be disqualified. Drivers are responsible for the actions of their crew members.
5. All competition rules will be explained at the mandatory drivers meeting.
6. The track owners and fair board have the right to approve or reject any entry.
7. The track owners, fair board is not responsible for any vehicles, parts, or personal property at any time.

8. Any American made hardtop automobile or station wagon is permitted. No convertibles, jeeps, hearses, ambulances, or 4-wheel drive cars will be permitted.

Inspection

1. Only the driver will be permitted with the vehicle in the inspection area. No spectators or crew members permitted.
2. Each vehicle will get 2 attempts to pass inspection. If you fail to pass both you will be told to

Load vehicle and not permitted to run. No refunds will be handed out if you're loaded.

3. All vehicles will be required to open hoods in the inspection area, do not secure hood before you are stucked.
4. All vehicles must be inspected 1 hour prior to showtime. If the vehicle is not in the inspection line 1 hour before the show starts, an additional **\$25.00 fee** will be added for late inspection and participation.
5. Remove ALL glass, fiberglass, headlights, taillights, trim, interior, trailer hitches, etc.
Vehicles must be swept clean. No junk tires, wheels, metal parts, etc. allowed.
6. All rear seats and floor decking must be removed. Any sharp or protruding fins must be cut off from the vehicle.
7. Standard safety belts, Z-90 approved helmet, and eye protection (face shield or safety glasses) are required. Neck braces are highly recommended. Fire retardant suits, clothing, or hoods are recommended. Shorts or shirtless drivers will not be permitted.
8. Exhaust stacks must point straight up in the air or exhaust manifolds must point straight down.

Under the vehicle.

9. All hoods must have a 12"x12" square hole directly cut above the carb. All hood and deck lid latches must be removed.

10. Firewalls may not be totally removed. If holes are cut for clearance purposes, the holes must be covered by something fireproof. If patched with metal, the metal must not be thicker than 16 gauge.
11. No spray devices or cans permitted in the vehicle.
12. All vehicles must have working brakes either on the front, back or pinion or you will not run.
13. Stock gas tanks must be removed from their original position. A replacement tank must be securely fastened in the rear section (no farther forward than the back of the front seat) of the driver's compartment. Steel gas tanks or Neoprene construction approved tanks may be used.

No original tanks permitted. Tanks must be securely bolted to the floor. Tanks must be covered in fireproof material. Any vehicle that spills gas will be disqualified immediately. Gas tank protectors may be used but must have a gap between the rear deck.

14. Electric fuel pumps are permitted, but the switch must be CLEARLY marked ON/OFF.
15. Stock batteries must be removed from the original position. All batteries must be relocated to the driver's compartment and securely fastened to the floor. The battery must be covered.
16. No profanity will be permitted on any vehicle.

Pro Stock Class (Build to Bash Rules Smash It) (Imperials are allowed)

1. Read all rules carefully and follow them! Any questions call Gavin at 567-213-8242. There will be no stretching or bending of any rules or you will either run in the modified class or go home!
2. You must pass inspection within 3 times through, or you will not be permitted to run.
3. A 12"x 12" roof sign is recommended. It cannot strengthen the car in anyway.

4. Cars must be stock unless modifications are stated in the rules. Cars must have functioning brakes. No painting of the frames, inside of body of the car, or underneath of the car and inside of the trunk.
5. A helmet, seat belt, and eye protection must be always worn on the track.
6. If it doesn't say you can do it, don't do it.
7. Any controversies or protests must be brought up during the drivers meeting. We have the right to reinspect, cut, or drill any car at any time. If you are caught breaking the rules you will forfeit all winnings and/or prizes you are due. If you stretch a rule, you will lose that rule.
8. All airbags, glass, plastic, and interior must be removed before arriving to the event.
9. Components inside car need to either be welded or bolted.
10. No painting of the frames, inside of the body of the car, or underneath of the car and inside of the trunk. This includes overspray. If found with paint within those areas, the car will not even be inspected.
11. All trailer hitches and braces must be removed.
12. Batteries must be moved to the passenger front floorboard. They must properly be secured and covered.
13. Patching and rust repair will be permitted only if cleared by an official.
14. Officials' decisions are final! All cars are subjected to re-inspection at any time.
15. If the car is found to have plate on the frame or body that the rules do not allow the car will not be permitted to run. There will be no option to fix this problem.
16. If you hammer/shape/weld on the frame in any manner not covered in the rules you will not be able to run. There is no fixing this.
17. You have 1 minute to make an aggressive hit. After 1 minute that car is disqualified. That is 1-minute total. An aggressive hit is solely at the discretion of the officials
18. You are not permitted to hit anyone in the driver's door. If you do, you are disqualified. If you use your driver's door to take advantage of this rule, the car that hit you is not disqualified.
19. You may not get out of your car for any reason during the heat until you are out.
20. You are only permitted to have 1 fire in your car. This will result in a disqualification.
21. No sandbagging, teaming, or holding. Any of these will result in a disqualification. You can not pin to win.

FRAME & BUMPERS (NO RUST REPAIR)

1. Trailer hitches and braces must be removed.
2. No frame welding other than what is stated in the rules.
3. You may cut the flaps and tilt the frame in 1 place and in 1 direction. No seam welding on the frames permitted.
4. No shaping or hammering of the frame. You may crease, notch, or dimple the rear 15" of the frame to help the car roll.
5. Homemade front bumpers are permitted. If you choose to manufacture a homemade bumper, it must conform to the following size limits: It can be no larger than 8" x 8". The point must taper over an area of at least 32" wide and can not exceed 12" wide (front to back). The point may only extend out 4" from the flat part of the bumper. If using a factory bumper, it may be loaded or stuffed full.
6. You may mount the front or rear bumper in 1 of 2 ways:
 - a) The bumper may be welded to the factory shock in the factory location. If

using a factory bumper shock, it must be bolted in the factory location and must have a 1½" inch gap from the frame to the shock plate.

b) The front frame may be shortened to the front edge of the core support mounting bracket hole and the bumper may be welded directly to the frame. You are not permitted to do this for any Cadillac or Imperial. The bumper shock must be removed from the inside of the frame, and you are permitted a 4" x 15" x 3/8" plate on the side of the frame for a bumper bracket that must be attached to the bumper and it must be welded to the first 15" of the frame. Do not alter the factory mount. On the back side of the bumper where it meets the frame you may use a 1/4" x 6" x 6" plate to create a flat mounting surface that must be between the frame and bumper.

c) Rear bumpers may be seam welded and loaded. No Chrysler pointy or slanted bumpers are permitted for rear bumpers. The rear bumper can not be built to ramp other cars. No exceptions! Official's decisions are final! No skins are permitted to be welded on slanted bumpers. You may have a 4" x 15" x 3/8" plate on the side of the frame for a rear bumper bracket and it must be attached to the rear bumper. It must be welded to the first 15" of the frame.. No exceptions!

d) On 1970's GM station wagons, the rear bumper must be in the factory location. No exceptions!

7. The front bumper can not be higher than 22" to the bottom of the bumper and the back bumper can't be any lower than 14" to the bottom part of the frame.

8. You may have a 6" x 22" x 3/8" hump plate on coil spring cars and may be straight across or contoured to the frame and must be centered in the hump. On leaf sprung cars, you may have a 6" x 11" x 3/8" hump plate straight across or contoured and it must be welded on the outside of the frame towards the tires. No chain or wire to the humps or frame is permitted. No exceptions!

9. Shortening of the rear frame, body, and unibody is not permitted in any way.

BODY & CAGE

1. Doors may be welded 5" on 5" off with no thicker than 1/4" x 3" x 5" material or can be fastened shut with #9 wire or banding. The driver's and passenger's front door may have a door skin no thicker than 1/8" and may be welded all the way around.

2. The trunk lid must be from the same make and model of the car and must be a trunk lid (no hoods). You can fold the trunk lid over or push it down. You may cut the speaker deck out or leave it in. If you choose to cut the speaker deck out, you can not weld the deck lid to the package tray. The deck lid is being measured 12" from the top of the rear quarter panels in the center of the deck lid in 3 spots starting from the back of the deck lid up. Two (2) 8" x 8" inspection holes must be put in all deck lids within 2" of the trunk strapping and in the center of the side quarter panel strapping. This is mandatory. No welding the deck lid to the trunk floor. Body creasing is okay. Deck lids may be welded with 3" x 5" x 1/4" plate 5" on 5" off.

3. The hood can be bolted down in 6 places. 4 spots from sheet metal to sheet metal and 2 front body mounts that may extend through the hood. You are allowed four 4" x 4" x 1/4" brackets. If using wire, you may use 8 double strands of #9 wire. Two may go around the bumper and/or the frame. Hoods must be open for inspection (12" x 12" hole over the carburetor). The hood brackets can not be any larger than 4" x 4".

4. Factory body mount bolts may be changed to 5/8" bolts. There must be a 1" gap between the

body and the frame. You can use steel spacers, hockey pucks, or a stack of washers but nothing used may be bigger than 3" in diameter. Body washers inside of the car can be no bigger than 3" in diameter. The front 2 body mounts may be 1" and extend up through the hood. You may weld a 3" x 3" x 1/4" washer to the top side of the frame but only centered over the body hole (1/4" thick).

5. No seam welding will be permitted on the body or frame. Repairing sheet metal is limited to where the battery box and gas tank are and the driver's area of the floorboards of the car.

6. Front body spacers may be 10" tall and welded to the core support frame mount and must remain below the core support and not welded to the core support whatsoever.

7. You may have a bar in the dash area and a bar behind the seat. You can have one bar per side connecting the dash bar and the rear bar. Side bars may be inside of the car or inside of the doors. A 6" x 6" x 1/4" roll over bar is permitted with two 6" gussets. No kickers are permitted. You can have 4 down legs welded to the frame mounted to the side or dash bar inside the drivers department of the car no larger than 2" x 2" x 1/4" and they must be straight up and down with no gussets. Gussets are permitted in the corners of the cage but must be done at the corners only. The bars must be no bigger than 6" x 6" x 1/4" in diameter and no longer than 60". You can use a 1/4" x 10" x 10" plate to attach the bars to the center of the door post sheet metal. No exceptions! No kickers are permitted. You may have a gas tank protector no wider than 32". It may touch the package tray sheet metal and it can be welded to sheet metal only with 2 welds or 2 1/2" bolts. The 2 1/2" bolts can go all the way through the package tray. On a non-package tray car, the gas tank protector can not touch the rear end in any way. The gas tank protector must stay inside of the car body.

8. The dash bar must be 5" from the firewall and the rear bar can be no farther back than where the kick panel meets the seat. All bars must be 5" off the transmission tunnel.

9. The original gas tank must be removed and replaced with a boat style tank or fuel cell. If it is a plastic fuel cell it must be in a steel structure. It must be moved inside of the car behind the driver's seat but no further back than the rear axle. Batteries must be moved to the passenger side floorboard and securely fastened. These must be covered with a rubber or nonflammable material.

10. You may use expanded metal no thicker than 1/8" or a factory air condenser on the core support in front of the radiator. This may be attached with four 3/8" bolts or four 1" welds.

11. You may have 2 front window bars no bigger than 3" x 1/4" strapping. They can't be welded more than 6" on the roof and fire wall. You are permitted 1 rear window bar that can not be any bigger than 2" x 2" x 1/4". It can not be welded more than 6" on the roof and 6" from the top seam of the deck lid. These may attach to the sheet metal no more than 6" on the roof and deck lid. On a wagon, you may have one rear window bar and it must be in the center of the tailgate no more than 6" and can not be attached to the rear bumper.

12. You may have four 1/2" bolts per wheel well.

SUSPENSION

1. You are permitted 1" all thread for front shocks but only one per side with a 3" x 3" washer on top of the cone and a 3" x 3" washer on the bottom side of the lower control arm. The washers can not be welded. All nuts must be standard.

2. Any tie rods may be used. On an '03 and newer, you must use the factory rack and pinion. No rack and pinion protectors are permitted. Any rear end is permitted. If you run a rear end brace, it can not reinforce the frame or be any wider than 10". Any rear end component must be 5" away from all sheet metal and frame.

3. Watts link conversion kits are permitted. You must use 1/4" x 2" x 2" square tubing or 2"

round pipe for the rear trailing arms. For the upper and lower mounting brackets, the uppers must be mounted to the package tray and the lowers must be mounted on the side of the frame. It can not be mounted inside, on top of, or on the bottom of the frame and can be no larger than 7" x 7". If you are using a watts link conversion kit all factory trailing arms must be removed.

4. You can weld the front upper A-arms down using a 1/4" x 2" x 4" piece of steel on the front and back side of the upper A-arm. No other welding is permitted on the upper A-arm. No welding on the lower A-arms is permitted.

5. No spacers or other metal permitted in, on top of, or around the coil springs or inside of the frame on the coil springs. No aftermarket coil springs are permitted.

6. Rear coil springs may be wired or chained. Solid suspensions are okay. All suspension components must remain factory stock. No modifications will be permitted. Cars do not have to bounce. You can change out the factory rear shocks for 1" all thread with a standard nut. The shocks must be straight up and down and only go to A to B. No exceptions!

7. Leaf spring cars must remain factory springs. You can not change coil spring to leaf spring set ups. Leaf spring cars can change leaf springs with no more than 7 springs 5/16" thick springs. No exceptions! The main spring must be on top. Springs must be stair stepped 1". No exceptions! No more than four 3" x 4" x 1/4" clamps per leaf pack. The rear end must sit on top of the springs. No exceptions! You can change out the factory rear shocks for 1" all thread with a standard nut and must run straight up and down. No exceptions! No more than 2 aftermarket shocks on the rear end.

8. Any tires are permitted. You can have 4 bolts per wheel well that can not be any larger than 1/2".

9. On '03 and newer Fords, you must use the factory aluminum cradle and suspension components or you may use a Smash It approved bolt in cradle but must have a 1/2" gap from the cradle to the inside frame rail. No exceptions! You may use 80's style spindles and only 80's style spindles. You can not tilt an '03 and newer Ford. All suspension and steering components must be stock except tie rods. You can have a homemade draglink from spindle to spindle with the tie rods welded to it.

10. No aftermarket spindles are permitted. You may reinforce the factory spindle. If you use aftermarket ball joints the collar you weld in or bolt in can only be 1/2" bigger than the ball joint. You may have a 2" x 2" x 3" x 1/4" ball joint protector. You can not have any bolts or heim joints for ball joints. No exceptions!

11. If you run a sway bar it must be mounted in the factory position. The ends can be heated and bolted to the lower A-arm with no bigger than a 1/2" bolt. It must have a 1" gap from the pulley protector. No welding of the sway bar is permitted.

12. Any rear end is permitted with a rear end brace. Bracing can not strengthen the car in any way. Any rear end component must be 5" away from the sheet metal and frame.

ENGINE, TRANSMISSION, & DRIVETRAIN

1. Any car motor of choice is permitted. You may use the frame mounts that have a rubber style bushing like a factory style mount. ZTR or equivalent mounts are permitted.

Approved solid motor mounts are permitted no longer than 7" long and must be welded to the frame cradle only. No exceptions! No chains on the engine are permitted.

2. The transmission cross member can be a factory one or 2" x 2" square tubing only. It must be straight.

3. The angles for the cross member can't be longer than 7" x 2" x 2" and must be within 12" from the factory location. The cross member must sit on top of the cross member bracket.
4. Lower Engine cradles, a front plate, and pulley protectors are permitted. You can have two 2" x 2" pieces of box tubing going from the midplate to the lower cradle.
5. Transmission braces, aftermarket bell housings, aftermarket tail shafts, midplates and slider driveshafts are permitted. Midplates can not strengthen the car in any way and can only be 1" past the engine block. Distributor protectors, fan guards, and halo bars are not permitted.
6. Aftermarket gas pedal, brake pedal, steering column, and transmission cooler are permitted. These must not be mounted in a way to strengthen car.
7. No skid plates are permitted.

FIX IT PLATES

1. All fresh cars are permitted **FOUR** 4"x4"x1/4" square fix it plates. All pre-ran cars are permitted **SIX** 4"x4"x1/4" square fix it plates. There must be a 1" gap between the welds of these plates.
2. No unlimited 9 wire. Follow 9 wire RULE. Unlimited 9 wire on cars will need to be SNIPPED.

Youth Full Size (Use Smith Metal Rules)

1. 1980's and newer, NO 2003 and newer Fords. No open roofs, no trucks, no four-wheel drive vehicles, no vans, limos or compacts, no hearses, ambulances, etc. that have been frame altered. All cars must remain stock unless otherwise noted. If it is not in the rules, it does not mean you can do it. Frames and components must be standard automotive production standards.
2. Helmets, If Your helmet comes off you are Out (fire suit top is highly recommended), long sleeves, and eye protection must be worn at all times. Seat belts must be fastened. If your helmet comes off, you are "Out"! Fire extinguisher is Highly Recommended!
3. Drivers will be given zero warnings for sandbagging before being disqualified. You must make an aggressive hit every sixty seconds. You will have one minute to restart your car. You are permitted to continue if your car catches fire/This Call will be determined by the fire department if its fuel/ you will not be allowed to continue once; however, you will be disqualified after the second fire. Do not use your driver's door as a shield. Driver's door hits are NOT permitted. Keep in mind that there are two people in the car. Teamwork is not permitted. You will be given one warning before being disqualified.

Safety

Seatbelts must be bolted in securely for both occupants. *If these don't pass the 1st time through, your car is sent out of inspection. We will not continue inspection until it is corrected.

Seats must be securely fastened in vehicle

If your Helmet comes off during competition you are OUT!

It is highly recommended that occupant areas be clear of sharp, protruding objects.

Nothing is permitted to be mounted in occupant areas, such as transmission coolers, batteries, power steering, etc.

Anytime deemed to be unsafe will need to be addressed prior to passing inspection.

No hot rodding or hot dogging will be permitted in the Pit Area or surrounding areas. This is only permitted on the track.

Sportsmanship Both on and Off the Track Is Mandatory and enthusiasm are welcomed and encouraged.

Inspection

1. Officials have the right to drill, scope, etc. as needed.
2. Officials have the right to re-inspect any and all cars before and during the event.
3. Any car found to be cheated will be disqualified.
4. It is mandatory that all drivers and youth attend the Driver's Meeting and secondary Youth Meeting with parent or rider. If you do not attend, you will not run.
5. Only drivers and one crew member or passenger are permitted in the inspection area during inspection.
6. Cars that fail inspection get only one re-inspection and must wait until all cars go through a first time to get your car re-inspected (follow the rules).
7. Cars that fail inspection due to Rules or any safety issue forfeit their entry fees — No Refunds.
8. Bring torches or appropriate repair pieces to correct any violations found during inspection. If you believe anything to be questionable fix it prior to inspection!
9. You may not only be asked to cut but to totally remove anything found to be outside of the Rules. No half-hearted attempts to cut something will be accepted.
10. No additional welding permitted other than described in the following Rules.
11. Blatant attempts to cheat will result in automatic disqualification and you will not be given a chance to make repairs.
12. Cars inspected and flagged are legal to run and legal to win.

Stripping

All outside hardware such as glass, plastic, fiberglass and chrome molding, door handles, mirrors, etc. must be removed prior to arrival. No broken window glass in doors. All flammable material must be removed. All

airbags must be removed. Cars must be swept clean of all dirt and debris. All station wagon rear decking must be removed. All OEM gas tanks must be removed.

Suspension

Stock suspension only. 1980's upper A-arms may be swapped out in place of the 1980's wishbone style upper arms. 98-02 frames forfeit crossbar on upper arm swap. Tie rods may be reinforced, aftermarket tie rods and tie rod ends permitted. Simple steering stops are permitted. Spindles and ball joints must be stock. ball joints must be OEM over the counter replacement. No homemade or fabricated. moog performance not permitted. Tack welding of ball joints permitted. Twist in coil spring risers may be used; two per side maximum. No spacers in coil spring buckets will be permitted. No stuffing of shocks. Rear springs may be swapped out with any OEM coil spring for ride height. Rear springs may be wired or 1" hose clamp or 1" welds in three places on the bottom of rear spring to be secured. No all thread or homemade shocks. Factory OEM automotive shocks only mounted in the factory location. No truck shocks will be permitted. Rear springs may be wired in top and bottom. Wire cannot be continuous, not used in the manner of creating a solid link. You may however have one limiting chain or cable per side. Must be inboard of shocks, 3/8" size max on chain or cable., they can attach using a 1/2" bolt on each end at package tray and rear differential.

Front suspension may solidly be locked in place using only one of the following options NOT both flat stock or angle iron from lower A-arm vertically to frame using 3" weld per side on frame with only one piece per arm maximum thickness 1/4" or a 2" x 4" x 1/4" thick plate, welded on the front and rear side of the upper control arm. This plate may not extend more than 2" from the A-arm. Factory leaf spring cars must have factory leaf springs, clamps and hardware. The clamps must remain factory. No homemade or bolt-on spring clamps. OEM factory stairstep of 3" must be maintained for the vehicle. No altering, restacking or adding of leaf springs will be permitted. No lengthening of the main or altering or relocating of the shackle. Rear suspension must be a working suspension!

Sway bars must not be altered/manipulated from OEM shape or size. Sway bars may Not be welded to the frame in any way. Sway bars are to be mounted to the frame using OEM brackets. Hardware may be changed at the lower arm 1/2" bolt size max in factory location. Sway bars must be mounted using the factory orientation. No upside-down sway bars. Sway bars must be "Make for CAR".

Automotive five-bolt OEM Housing rear differential or truck diffs are permitted, truck rears may be 8 lug. All differentials may have a simple back brace. This brace must only be on the back side of the rear (the side where a diff cover would be) this brace can extend off the rear no more than 4 inches. It may not extend onto the backing plate, must terminate at the end of the axle tube. No changing size of bolt holes or use of oversized bolts or washers for mounting purposes. Spider gears may be welded. Bolt in axle conversions permitted. No Axles Savers. No ten lug axles. No heavy wall ale tubes-oem only.

Watts Link Conversions are permitted. You may use factory brackets and weld to car or Watts Conversion plates no bigger than 5" x 5" x h"; 4 bolts max per side. Minimal bracket fab for lowers. See Addendum B. Factory suspension brackets cannot be welded, attached or manipulated in any way if you run the watts conversion. They may be removed. If they are smashed flat and or welded down, you will be disqualified.

*Only stock OEM car trailing arms may be used. They may be adjusted to obtain pinion angle 1" overlap — no reinforcing. Direct bolt-on pinion brakes permitted. No extra bracing to mount. If you have a pinion brake you cannot have factory backing plates and drums. You will pull wheels and remove them if you have a pinion brake. Factory brackets can be swapped on rear differential. Example, 1980's Ford brackets to 9", etc. Top ears mounts may be fabricated for mounting purposes, do not exaggerate this onto the rear diff tubes beyond 3" per side. fab with factory style OEM bushings only. No spherical joints, etc.

Steering Columns

Steering columns may be altered between box shaft and wheel. **No hydraulic conversions.**

Frame

Factory frames only. No frame altering other than described in the Rules. Front frames may be shortened to the front of the core support mount. Core support mount may not be modified. Repair stubs must be butt-welded in the middle of the car. No plates permitted. No welded seams are permitted (even where the factory may have missed). No shaping of front frame horn or dimpling of rear frame hump. No hump plates. No tilting or cold bending front or rear. The rear frame section may be cut or dimpled to bend up. These areas cannot be welded or filled. No rear frame chain of any kind from side to side. **N o H y d r o steering Page 1** will be permitted. There is to be no welding on the frame except within the areas specified in the Rules. Standard automotive production frames and specs. Frames must stay factory width- do not narrow or pull frames in.

Rust repair Must Be Discussed, no angle iron may be used in repair. No framework is to be done without approval first.

Fix It Plates used cars only, are permitted **2 fix-it plates Only** 4" x 4" x 1/4" Max, Must Be Attached to the frame.

Rails or engine crossmember Only. These plates may be welded solid around the perimeter of the plate but not the center. If more than one side by side plate is needed, a minimum of a 1" gap must be between fix-it plates. The welding of these two plates may not be weaved together, all plates must remain in place, no cutting to make multiple plates. We encourage the building of fresh cars. A Fresh Frame on A used Body Does Not Make It a Pre-Run Car.

Cross member must remain stock. Any OEM factory automotive transmission cross-member is allowed. No added metal to cross-member or altering. A 2" x 2" x 1/4" x 6" angle may be welded to the frame for cross member mounting. Cross member must be bolted to the frame plate angle mount. No larger than 3/8" bolts may be used, with two bolts on each side. Cross-member must remain within 8" of factory location — no added material. 2" x 2" x 1/4" tubing may be used but must have (4) 3/8" holes drilled in it for scoping. Must bolt in the same manner as described in the Rules. See Diagram.

Bumpers must remain in the stock location. Front bumpers on the front and rear bumpers on the rear; no fabricated bumpers are permitted. No loaded bumpers are permitted. Ends of the bumpers must be open. Hard nosing is permitted. If hard nosing, nothing can be inside of the frame and no bumper shocks of any kind, the shock cannot be unbolted and left inside the frame it must be removed A maximum plate of 6" x 6" x 1/4"

may be welded to the end of the frame Front Not The side top or bottom, for bumper mounting. If you are unsure of what you have asked. For Rear bumper mounting purposes an NLR style Bracket is permitted, may be no longer than 6 inches on the Frame.

Bumper shocks may be collapsed and welded. 3/8" chain may be wrapped and welded to outer bumper skin with a maximum of two links welded to the frame top and bottom within first 6" of frame-measured from end of frame. Bumper chain links may not be welded over the seam. The rear bumper chain may NOT pass through the body in any manner. It is attached bumper to frame only. Bumper chain links may not be welded from the skin to the frame. Bumpers can and should be #9 wired to the body front and rear; two locations per bumper. Wire may pass through trunk lid and taillight panel and hood/core support; 3 strands per spot.

SMW Bumpers will be permitted —. www.smithmetalworks.info Comparable bumpers will be permitted with approval. Automotive Bumpers may seam Welded, No Loaded or gusseted Bumpers permitted

Maximum bumper heights must be 22" in the front -measured to the bottom of the front bumper. A minimum of 15" in the rear; measured to the bottom side of the FRAME, the rear bumper cannot have any part of it lower than the frame measurement of 15" as mounted on the car.

Body

Body sheet metal is to remain in stock position. Shaping, forming or creasing is allowed in the following Attachment B: trunk lid/tailgate may be welded, wired or banded in a 3" on 3" off manner, 3" x 3" x 1/8" plate maximum. The trunk may not overlap the quarter panels. Trunk lid may be tucked and attached to the floor. One 15" inspection hole is required.

Hole may be bolted in six places with a maximum of 5/16" sized bolts, 1" in length with 1" washers. Rear speaker decks cannot be removed. Absolutely no creasing on the cars in front of the rear doors seam. Rear quarter panels cannot be pushed or squeezed in. Any cars with narrowed frames or quarter panels, or any sheet metal pushed to the frame will be automatically disqualified with no adjustment option.

No metal may be added to the radiator support unless stated. The radiator may be strapped in two places, vertically. Or 2 pieces of 3/8" all-thread maximum, 1" banding, or three strands of #9 wire may be used. Condenser, 1/8" Material Aftermarket Condenser or 1/8" expanded metal may be mounted in four places (not Both), in factory style manner only, with a maximum of four 3/8" bolts. 2" overlap outside of radiator Opening max, Inspectors must be able to see between radiators and condenser. No spray foam is permitted.

All hoods must have a minimum of two 12" x 12" holes. Holes may be bolted in six places with a maximum of 3/8" bolts, 1" in length with 1" washers. You may use six h" bolts for hood hold-downs. 3" x 3" x 1/4" maximum dimensions for the hood hold-downs. Hood bolts may pass through core support only; they may not pass through or around the frame.

It is highly recommended that the driver's and passenger's doors be welded solid and plated. Door skins are also permitted along with inside door plates. Sidebar to sheet metal only; not within body mount areas. No C-channel reinforcements are permitted on the outer doors. Driver's nor passenger's door reinforcement may not extend beyond the driver's door seams more than 3". Doors may be welded, banded, bolted or chained

shut. If welded a 3" on 3" off pattern may be used on door seams only. Chain, wire or banding must not pass through or around the frame in any location. Maximum of three strands of wire, maximum of 1" banding. Chaining, wiring and banding must be done from sheet metal to sheet metal in six places only. No washers welded in for wiring will be permitted.

Front and rear window bars may be made of 2" x 2" square tubing or a maximum of 3" x 3/8" flat bar. Only two are permitted in the front window area and may attach at the fire wall. Bars may go 3" maximum onto the roof and no more than 3" onto the fire wall area. No adding of additional metal anywhere on the firewall! Nothing can be attached from firewall to Dash bar! Window bars may not be mounted in a manner to close gaps between ash bar and rear of engine. Anything deemed to be not within the realm of safety but strictly for a competitive advantage may result in disqualification. The rear window bar may not extend beyond 3" from the rear window opening and extend more than 3" from the seeker deck/trunk seam. If welded over trunk seam it counts as one tie down.

Body Mounts

All factory body mount bolts may be changed with 1/2" bolts only. Body mount hardware and components must be factory orientation and assembled as such other than what is described in this area. You may use hockey pucks or a stack of washers, 3"x3" round or square tube etc. Spacers will be looked at during inspection. All spacers must be free floating. Body mount rubbers must maintain a 1" space between body and frame. No where can spacers be larger in height than 2". 3" x 3" x 1/4" washer top and bottom maximum. It is not permitted to move the body mount hole and washers may NOT be welded in the hole. No additional body mounts are permitted. A maximum of 4" Riser will be permitted at the core all-thread in the core support is permitted. 1/2" Max and cannot be used as a Hood Bolt, hood Bolts Must be separate. core support mount bolt cannot be continuous through the hood, you may add 3" x 3" x 3" x 1/8" angle to the inner fender for Page 1 Support, these 4 inches include and body mount spacer also risers made of 3"x3" max. Tubing. Risers may not be fastened to frame or core support in any way., Risers Must be Free Floating to core support.

Core support body mounts may NOT be used as hood bolts, Hood Bolts Must Be separate and 1/2" in size MAX No all thread permitted in the core support. If you show up to inspection with this, you will be trailered.

Cage

You may run one bar behind the seat (from post to post) bar cannot go more than halfway past the back door, one bar for the dash area this bar must 5 inches off the firewall and 5 inches off the transmission tunnel, one bar for each door connecting the seat and dash bars. 4" x 4" tubing or 4" pipe maximum size to be used. 6"x 6" x 1/4" mounted brackets may be used for dash and seat bar installation; door bars may not run into front fender area past cowl. Down bars connecting the cage to the floor are permitted in driver and passenger areas. This is for safety only, inside door plates are also allowed. These may only weld to sheet metal and cannot pass through anywhere to frame. Door bars may extend within 2" of rearmost door seam on two door cars must be 2" from wheel tubs. This is to free up space for battery, tanks, coolers, etc. No seat belts may be bolted to the floor connecting any part of roof or trunk in any location other than the OEM mounting location for safety only. Adequate padding is recommended.

A rollover halo bar may be installed for protection. The halo bar must run vertically from the rear seat bar only. The halo bar may be attached to the roof in two places using 1/2" bolts. 4" x 4" maximum.

Gas Tank

No shelves other than the gas tank are permitted. The floorboards and sheet metal must be visible to inspectors. The gas tank must be securely mounted to the floor or mounted on the rear seat bar or tank protector. Maximum size for gas tank protector is 32" wide to the outside of the protector and may be tight to the rear sheet metal. Cannot be attached to sheet metal or package tray. Gas tanks must be constructed of steel or aluminum. This includes metal fuel cells, Jerry cans and boat tanks. No plastic tanks or lacquer cans will be permitted (even if you put it in a milk crate). The fuel line must be securely fastened and clamped so that it will not pull free from the tank. Holes must be drilled into the floor underneath the tank if it is mounted on the bar, or around the perimeter of the tank if mounted on the floor. If you are using an electric fuel pump, you must use high pressure fuel line. A shutoff switch must be located on the dash bar. The shutoff switch must be visibly marked. Fuel tank vents should be positioned away from occupants. Rollover valves are recommended. Any fuel system deemed to be unsafe will not be permitted.

Drive Train

Engine swaps are permitted. Slider driveshafts are permitted. No distributor protectors, Transmission coolers are permitted inside the car. No type of rubber fuel line is permitted as transmission lines. Heavy duty transmission lines or hydraulic JIC are recommended. Enhanced motor mounts are permitted (SMW weld kit or equivalent) to meet specifications. A Front Lower Cradle with Pulley protector is Ok, The Pulley Protector should not be welded or connected to Anything in any manner, integrated Front Plate is acceptable.

Core support body mounts may NOT be used as hood bolts, Hood Bolts Must Be separate and 1/2" in size MAX No all thread permitted in the core support. If you show up to inspection with this, you will be trailered. The purpose shall be Page 1 Headers are permitted. Aftermarket shifters, gas pedals and brake pedals are permitted. OEM style radiators must be used and placed in the OEM location. Looping of hoses is not permitted. Electric fans are permitted. Transmissions must be stock housing. No steel bells and no steel tails. No transmission braces will be permitted. Stock transmission mounts only. Anything that is bolted to the engine or transmission that may strengthen the car or create an unreasonable advantage at any time will not be permitted-please do not incorporate anything that may compromise safety for an advantage- in this situation removing it will not be an option, only disqualification will result.

Stock style motor mounts. Aftermarket mounts are ok but must have rubber bushing and horizontal bolt. A Simple aluminum aftermarket bell is Permitted. This is something that should and could be bought out of any performance magazine please don't push this (keep it Simple). No steel bells. Motor chains must be used with a 3/8" maximum size. The chain must be bolted to the motor and dropped vertically with no more than two links welded to the K frame. Links may not be welded from the frame to the motor. No skid plates. Transmission pan and oil pan may be plated for protection. Plate may not exceed 1" beyond the pan. They cannot connect. Basic adapter plates for BOP transmissions are permitted. Cars must have working brakes. All fan blades MUST be covered, and all carburetor cars must run an air cleaner. Transmissions may be wired, banded or chained around cross member. This is a simple allowance for mount failure — don't get tricky.

Tires and Wheels

Any air-filled tire up to 16" are permitted. They cannot be solid, foam or water filled nor studded.

OEM stamped steel wheels only. No solid wheels, No bead locks. A weld in center is permitted. Simple valve stem guards are permitted. Lip reinforcements are permitted 2" max size

Battery

Two MAX 12-volt batteries will be permitted. Battery must be secured in a manner that is safe for the driver, passenger and fellow competitors. No ratchet straps or bungee cords are permitted. A battery box is recommended. Battery must be covered with non-flammable material. Battery cables must be insulated from gas tank and components.

Rust Repair

Sheet metal only to patch body tin. Must prove rust. Do not go overboard. 2" overlap onto good sheet metal only. Please contact us PRIOR to any rust repairs.

All Rules are at the interpretation of the Track officials. If you have questions, ASK BEFORE the derby — do not wait until the day of the event! If you are willing to weld it on, be willing to cut it off. If you are found to be overbuilt pursuant to these rules you will be given the option to cut or remove illegal parts or load your car and go home. There will be no adjustment option on over builds.

Questions and concerns can be answered by contacting (Bristol Muldoon) 260-452-4826.

Semi Stock Full Size (Twisted Metal Cars Will Pass)

1. Any year full size car with a wheelbase of 117" or shorter. 2003 and newer Ford Motor Company full size cars, Crown Vic, Interceptor, Grand Marquis allowed MUST HAVE ORIGINAL FACTORY FRONT CRADLE, FRONT SUSPENSION AND STEERING.
2. Engine may be swapped (Chevy to Ford, Ford to Chevy etc.). HAS TO HAVE STOCK RUBBER MOUNTS. No engine cradles or distributor protectors. Weld or wire engine and transmission mounts in.
3. Hoods may be bolted and or wired in six locations. 2 strands of 9 wire per hole. Sheet metal to sheet metal 2 spots to frame or bumper. Hoods MUST be open for inspection. Front and rear fenders may be trimmed for clearance. You may weld washers for wire. Angle iron to bolt hood can be no larger than 2" x 2" x ¼" with 1 ⅜ bolt.
4. Drivers door only may be welded solid. All other doors can be welded shut with 2 3"x6" per door seam OR 6 locations per side 2 strands of 9 wire per hole not both. Sheet metal to sheet metal.
5. Trunks may be wired shut in 6 locations or welded 6 places 3"x3" plates. Must have inspection hole if welded. 2 strands of 9 wire per hole and sheet metal to sheet metal 2 spots can go to frame or bumper. Trunk lids can be tucked, must be 8" off the floor. No changing the factory quarter panels.

6. Quarter panels may be pinged, creased, or hammered. No doubling of panels. Quarters must remain in factory position. No Wedging, Tucking or laying quarters over. Officials' discretion. Quarters may be cut for wheel clearance. You may run #9 wire from one quarter to the other. Radiator front plate can be no thicker than 1/8" only bolted in 6 spots with 3/8" bolts.
7. NO extra body mounts. MUST have stock rubber mounts, spacing and can add 6" body spacers at core support. No bigger than 5/8" all thread can run through the hood.
8. **6X6" hump plate max, 1/4" max** can be added to the outside of the frame. **May use pre molded hump plates.**
9. Front Bumper may be swapped for any factory car bumper. Must have stock bumper mounts and may be welded to the mounts only. No extra metal may be added.
10. ALL suspension parts MUST be stock. May weld or wire in the rear coils.
11. May change body mount bolts. To a max 1/2" bolt with a max 3" washer.
12. Any 5-lug rear end is allowed
13. Frames may be notched but no welding to them at all.
14. 4- 3/8 bolts can be added to each side of quarter panels.
15. May weld holes in frames. May **NOT** weld crush box holes.

Engine

1. Full engine cradles, distributor protectors, header protectors, carburetor protectors, will not be allowed. Lower pulley protectors are allowed but must have a 1" gap between sway bars.
2. **Lower engine cradle is permitted for mounting purposes only!** May not reinforce or strengthen the car in any way!
3. Engine swaps are permitted. must be mounted to factory K-member/cradle only. Motor must be welded straight down from factory motor mount to frame.
4. Stacks/headers are permitted. Engine may be welded or chained to K-members.

Transmission

1. Aftermarket shifters and slider shafts ARE permitted!
2. Trans protectors, braces, aftermarket bellhousing, and tail shafts are NOT permitted!!
3. Aftermarket transmission coolers are permitted.

Frame-Suspension

1. 02 and down can pull front frame down using 6" core spacers and no more than 2" spacers at firewall.
2. 2003 and newer fords are permitted. **80's suspension, steering and spindles are allowed on 2003 and newer.**
3. Front suspension may be welded. If welded a maximum 2"x2"x1/4" plate is allowed on front and rear of upper a-arms bottom a-arms may NOT BE WELDED!
4. Must run factory front suspension components. No aftermarket or reinforced ball joints or spindles.
5. You may cut/notch/dimple the rear frame to help roll.
6. Frames may NOT be shortened.
7. Rear suspension may be solid.
8. Front sway bars may only be attached using factory brackets and mounts.
9. When running watt's conversion kit, all factory mounting tabs must be removed from frame.
10. No package tray removal or swapping.
11. Metric GM's can be seam welded from firewall forward ¼" bead top of frame only. Also, hump plates can be 4"x12" or two 4"x6"x ¼" per side. Must remain in center of hump.
12. If you weld factory holes shut, you will need to cut new holes in same location that is larger than the factory hole.
13. Aftermarket tie rod ends can be 1"max and must have factory like ends.
14. No tilting on 03 and newer fords, if pre ran cannot be pulled down past factory height. We will have a jig set up to measure this.
15. No bigger than 2" washer welded to frame body bolt mount.
16. Car must set level bumpers cannot be higher than 22" to the bottom of bumper or lower than 14" to the bottom part of the frame.

Tires

1. Any air-filled tires are permitted.
2. Stock wheels only. **Full wheel centers, wheel protectors, bead protectors, bead locks are not permitted**

3. May add/weld a 1-inch lip protectors around front and rear rims. May run **small different bolt patterns centers** in rims, fronts, and rears.

Fix it plates

1. **6 fix it plates may be added to fresh cars except 03 and newer fords.**
2. **May use 3 fix it plates per side PLATES NO LARGER THAN 4"x4"x1/4"**. Plates must not overlap, or touch must have 1/2" gap in between.
3. If size or thickness is abused, it WILL be cut completely OFF!!!
4. **Fresh 03 and newer fords may have 4 fix it plates 4x4x1/4 inch. Pre-rans will be permitted 4 fix it plates as well 4"x4"x1/4 must be visibly bent**
5. If you re-stub the front frame and are excessive with the welds, it will count as a fix it plate.

Electrical and Battery

1. **One battery ONLY** and must be securely fastened and covered before inspection.

Rear Ends

5 LUG REAR ENDS ONLY

Any 5-lug automotive/passenger car rear-end housing is permitted. Internals, gears, and axles may be upgraded.

Axle tubes, back bracing and axle protectors are NOT allowed.

Stock-like trailing arm brackets and coil spring perches may be welded onto a non-coil spring rear-end for mounting purposes only. May not be used to strengthen rear-end. 98 and newer fords watts rear-end conversion is permitted.

98 and newer Watts conversion brackets are permitted. Trailing arms may be reinforced or 2X2" square tubing.

The outer rear end brackets must be removed from the frame.

Drivers Compartment

2. May have a 4-point cage around the driver's compartment for safety. Maximum material dimension is 3" bar, square tube, channel, etc.... One bar may be located behind the driver's seat, across dash, and two connecting bars along driver and passenger doors max 60" long.
3. The bar behind the seat can sit no further back than 6" past front door post.
4. A rollover bar is permitted, cannot connect to the floor or frame.
5. The cage bars may be attached to sheet metal only with a maximum 12"x12"x1/4" plate. Cage may NOT attach to frame. If the cage bars are not welded securely, they must be removed for your safety!
6. A gas tank "holder" is permitted. Holders may attach to floor or cage. If attached to cage, the holder may be up to 24" wide and must be 3" away from ALL sheet metal on all cars. This rule will be strictly enforced. If less than 5" gap the holder will be removed.
7. 9 wire from roof to firewall and roof to speaker deck or straight down to the floor. 3" wide flat bar can be added 3" on the roof and 3" to the firewall. Also, rear window bar 3"x1/4" flat bar 3" on the roof and 3" on sheet metal of speaker deck.
8. IF you cut the firewall out, no metal can be added.
9. Aftermarket pedals are permitted.
10. Two spots of 9 wire can go from roof to frame.
11. YOU CAN RUN AFTER MARKET COLUMN. YOU CAN ADD 2 KNUCKLES

Bumpers

1. **Any year factory bumper is permitted** except for Chrysler pointy bumpers; they are **NOT** permitted. May be used and seam welded, but not loaded.
2. 74 and 76 replica bumpers will be permitted. Chrysler replicas will not.
3. Front bumper can be hard-nosed with no metal added and no shortening of frame.
4. Gussets are allowed only ¼ thickness.

Front Wheel Drive Windshield Class (Twisted Cars will pass)

1. **Any 1980 and newer front wheel drive car with 112" wheelbase and "6" cylinders or less, may be pre run but must still conform to fresh car rules. Cars may be painted.**
2. Windshield is preferred but optional, if removed you must have a vertical bar or wire in the windshield area. All other glass must be removed.

3. Body/Bumpers: Bumper covers, outside moldings, mirrors, outside lights, hood latch, and exhaust must be removed (catalytic converter and forward may stay in place). Some creasing on the rears and trunks is aloud. Cars with factory installed plastic or fiberglass "FRONT" bumper may replace them with a comparable bumper. No chrome bumpers. May weld a 6" x 6" x ¼" plate to bumper and frame for mounting purpose. Plates may be welded together or may be bolted together with up to four 3/8 bolts per side (8 total). The same will apply to pre-ran cars to replace bumpers that were torn off in a previous event. Front bumpers may be wired to core support in 2 spots, two strands per spot (4 strands total). Rear bumpers must be stock and remain in place. **Front bumper, you may use a 4x2 square tubing bumper ¼ thick max. ADAPT BUMPERS ALOUD. May run stock crown Vic Bumpers.**
4. Broken tie rods may be welded but no adding steel or strengthening in any way. **You may run Strut Risers.**
5. Computer, all electrical components (except inertia switches), shifter, and wiring must remain operational and in original location and not be protected in any way other than spray foam insulation around battery. Fuel gauge should not read more than 1/4 tank, 5 gal maximum. Battery can be moved inside car. **Computer and wiring may be moved inside car.**
6. Doors must be wired or chained shut only at vertical seams and not to front fenders and front doors MUST have car number in contrasting color. Driver's side can have bar inside door for safety. One optional bar behind the seat may be bolted or welded with a 6"x6" plate at each end. **The driver's door can have 2 plates on both vertical seams 3"x 3" plates welded. You may have a back bar, driver door bar, passenger bar and a rollover bar for safety purposes only. 4x4 tubing max. ¼ thick max.**
7. Hood must have 12"-hole, hood and trunk may be wired shut in 6 spots sheet metal to sheet metal. 2 can go to bumper. If the trunk is prewired must have a 12" inspection hole. May also Have 2 locations of 2x2 angle iron to bolt hood down with. May be welded on hood and fender and bolt size max is ½ inch.
8. Tires -any all-weather, snow and ice tires are permitted. You may run donut spares on the back. Donut rims in the rear, may be welded in centers for mounting purposes. **You may run V-tread tires in the front and may run Skid steer Tires in front. Need to be on stock rims only. Solids on rears aloud.**
9. Driver's side air bag must be removed or deactivated, any others are optional, interior can be removed.
10. **Gas tank may be mounted to back bar for safety or mounted and bolted on floor.**
11. No wire going to the body or frame of car.
12. **No FIX IT PLATES.**

Modified Mini Class (Twisted Cars will pass)

1. Doors may be welded all the way around on outside of body only with ¼" x 3" wide strapping no excessive overlapping of strapping is permitted. Door tops can be welded, no metal added.
2. Deck lids and tailgates may be welded 45" total using ¼" x 3" wide pieces of steel or 9 wired or banding in 8 spots. Deck lids and tailgates must be in their original location. Deck lids may be folded

down in the trunk, trunk lids may be dipped along with speaker deck. Speaker deck can be removed, but trunk lid can only be welded to quarter panels and taillight assembly only nothing may be welded inside of trunk.

3. Hood may be 9 wired in 8 places or bolted in 6 places bolts may be 5/8" in dia. front 2 body mounts may extend through core support and used as front 2 of the 6 hood bolts 1" all thread max you cannot sleeve all thread with anything from bottom of core support and above. A 12" hole minimum must be in the hood.
4. . No interior body seam welding will be permitted. Doors can be welded on the outside of the body only. On pre-ran cars the doors may be repaired back to stock. **Rust repair is allowed if noticeable on floor or roofs.**
5. You may have a window bar or wire in the windshield and rear window if using metal, it can be no thicker than 3/8" and no wider than 3". You may use a 2 x 2 pipe. Not solid. These may not touch the rollover bar. They can be welded to roof and firewall no more than 6" from the window area. And welded to the floor directly above rear axle the rear window bar cannot be attached to anything else except for roof of car and floor pan and welded 6" at the rear window on roof and 6" on floor pan.
6. Hoods must be open for inspection. (12" x 12" hole over carburetor).
7. 7. Cars may not be smashed flat if cars are tucked the rear quarter panels must stay at the factory height deck lids must be in factory location (above rain channels).
8. You can add a piece of angle (**4" x 4" x 1/4" max.**) to top and bottom of the core support but can be no longer than 1" wider than the radiator no other metal permitted on core support. No other metal permitted to be welded to core support.
9. The original gas tank may be removed and replaced with a boat-type tank or fuel cell Moved inside of car behind driver's seat but no further back than rear axle. If the fuel tank is in front of the rear axle you may leave it in the stock location. Batteries must be moved to passenger side floorboard and securely fastened.

CAGE

1. You may have a 4-point cage surrounding the driver's compartment with a rollover bar. Bars 6" diam. Max must be sheet metal to sheet metal only. The front bar must be 5" from the firewall and run straight across, no contouring to the firewall. The door bars maximum length is 60 inches any longer it will be removed and must be at least 5" off the floor measured from the highest part of the floor/ driveshaft tunnel. You may use a rollover bar from the front side of roll bar across the roof down to dash bar this may not connect to sheet metal.
2. Door bars may be no further forward than the firewall.
3. No angling of rollover bars permitted.
4. You may have gussets in cages at the corners. They must be within 6" of corners of bars only no other gussets will be permitted.
5. You may use a floating gas tank protector that comes off the back bar, but it cannot be wider than 24" The gas tank protector or holder may go all the way back to the sheet metal. The gas tank protector must stop at the sheet metal in front of rear axle and rear seat metal cannot be welded.

May have two bars one from each side that go from the rollover bar to the boat tank protector above the height of the doors.

6. A center bar from rear seat bar to dash bar is permitted. You may use a bar from the roll over bar on roof across the front roof down to dash bar. Door bars may not extend farther forward than the firewall.
7. Rear window bar maybe welded 3" on the roof and straight down to speaker deck or floor not on trunk lid.

FRAME

1. Trailer hitches and braces must be removed. No plating, pinning, heat treating, stuffing the frame of any kind. Do not paint the frame. No welds on frame or K member may exceed a single pass no weave passes or building the weld up will be permitted.
2. No frame creasing or hammering permitted. You can notch or crease the rear frame. This is to help the rear of car roll not to strengthen the frame. Frame welding is limited to front and rear bumper areas. you may do one of the following not both: 1. You can weld 1 seam per side on body from firewall forward or 1 seam per side on k member with no metal added. Front frame may be shortened to front side of core support. Core support must remain in stock location.
3. If a frame section needs to be replaced or repaired (rust) you must call first.
4. Angles for cross member can't be longer than 5" and must be within 12" from factory location.
5. Sway bar and bracket may be welded to the frame. This must be in stock location and must only be welded to bottom of frame.
6. 4 fix it plates can be added to fresh or pre-ran cars ¼"x4"x4" (2 per side) Must have at least ½" gap between plates or will lose the whole the plate.
7. The front mounting points on the K member may be welded to the body of the car. No more than 3" welding per rail is permitted. They may also be bolted solid.
8. **For coil sprung cars, you may use a hump plate. They may be 1/4" x 6" x 16" centered in the hump. They will be measured from the top center of the hump and must start no lower than the center of the frame. Hump plates must be at least 2" from the rear end housing. On leaf spring cars, you may use a 1/4" x 6" x 10" hump plate to be measured the same way. These hump plates may contour the frame or run straight across.**

BUMPERS

1. Homemade bumpers are permitted. They must be no bigger than 8"x8" square tubing. No homemade points added. No sharp or excessive points will be permitted. Bumpers can be loaded. No Chrysler pointy or replicas.
2. Bumpers may be no lower than 14" and no higher than 20" to bottom of bumper this will be strictly enforced. Bumper seams may be welded metal may be added to bumper this must be done on the inside of the bumper front bumper only. **The rear bumper can be seam welded.**
3. Bumper shocks or bumper brackets may be welded to the frame. Bumper brackets and or shocks must be no longer than 12" in length and welded to inside or outside of frame if welded to outside of frame they must be on the side towards the outside of car. If welded on the inside a ½" inspection hole must be made at the end of the shock. They will be measured from the back side of bumper back. You can hard nose the front bumper you may use a 2" x 6" x ¼" plate to weld bumper to the frame 2 per

mounting point these plates must be on side of frame not permitted on top or bottom of frame. You may weld shock to frame factory bumper shocks can only be 12" from end of frame and may not be moved back on frame.

ENGINE / TRANSMISSION

1. No chains on the engine permitted solid or aftermarket mounts are ok.
2. Distributor protectors are allowed. No cradles allowed.
3. Oil pan and transmission pan may be plated the plate used may be only 1" wider than the pan they are welded to. They may not connect in any way.
4. No steel bell housings permitted.

SUSPENSION

1. You may modify tie rods. Valve stem protectors are permitted. A-arms must remain in stock configuration. Any tire permitted. Rear trailing arms may be homemade no bigger than 2 x 2 square tubing or pipe.
2. Upper A arm may be welded down with a ¼" x 2" x 2" piece of steel on front and back side of upper A arm and you may plug weld the center of A arm. Lower a-arms may not be welded. Cars do not have to bounce. Solid suspension is allowed. Coil springs in rear may be welded wired or chained to rear end. Rear end protectors may be used but may not be used to strengthen the car in any way. Leaf spring cars may replace broken springs with factory ¼ "leaf springs only. No more than 5 springs are allowed and must have a 2" stagger and mounted in factory location you cannot change coil spring to leaf spring set ups.
3. Idler arm must be bolted factory to frame no bolts will be permitted all the way through the frame. Sway bar may be welded to bottom of frame in the factory location you may use a 1 ½ " x 4" bracket or a 2" square tubing or pipe to weld to sway bar to attach to frame. You cannot move the sway bar they must mount in factory location.
4. On front wheel drive cars, you may reinforce the rear axle assembly with 2" x 2" square tubing, 2" angle or 2" wide flat plate this may not in any way reinforce the body of the car nothing bigger than 2" X 2" may be used. And the 2" X 2" can attach to rear hubs. 5. Hydro steering is permitted. However, if you are running hydro steering you are not allowed to install bump stop

Full Size Truck Class (King Of Ohio Trucks Will Pass) (Follow Triple D Entertainment Rules For Trucks)

1. Any American made truck is permitted that came with a factory 6' or 8' bed. 4-wheel drive trucks may only run 2WD (pull a driveshaft). If the truck frame has extra support brackets or is beefed up from the factory you better call before building, and we'll come look at it! **Suburbans are allowed.**
2. Tailgates may be welded shut using 3"x¼" strap. Tailgates must be welded to bumper or frame using 3" x ¼" strap. Back bumper or tailgate must be 16" of the ground. No wrapping quarter panels to bumper. Doors can be welded solid with 3"x3". The driver's door can be skinned.

3. Beds must be welded to the cab of the truck with a 3" strap directly behind the doors.
4. An interior four-point cage is required to compete. The cage may not extend outside of the cab into the bed. However, it may attach vertically to the frame in four locations. No metal may be added to the frame to attach the cage. The vertical bars must be welded directly to the frame. If running an SUV (Suburban, Tahoe, Excursion) both tank protectors must be at least 1' from the rearend.
5. Car bumpers may be used. Chrysler pointy bumpers are permitted. Factory bumper brackets can be used or 3"x3" angle or square tubing 10" long.
6. A single piece of 3"x3"x¼" angle iron may be welded from the left front frame rail to the right front frame rail (in front of a-arms) on all front coils sprung trucks only. Front leaf sprung trucks may use a chain from rail to rail or from the engine cradle to each rail.
7. Trucks must securely fasten gas tanks directly behind the center of the cab in the bed. The gas tank protector can be a max 24" off back of the cab and no wider than frame rails.
8. 48" piece of ¼"x2"x2" angle may be welded on inside of tailgate.
9. 6 6" x 6" x ¼" fix it plates must have a ½" gap between plates no overlapping. If abused plate will be cut off!!!! Can be added to pre-ran trucks. Fresh trucks may use 4 6"x6"x1/4
10. **Hump Plates are Not Allowed**
11. C-channel front frame trucks can run kickers off the front bar to the middle to the A arms no bigger than 2"x2" square tube. Boxed framed trucks down bars must stop at firewall.
12. Front bumper height is 26" to bottom of bumper.
13. Homemade bumper can be max 8"x 8" square tube loaded. If homemade point you must follow car rule on bumper.
14. Max 10 leaf's on rear must have a 1" stager. Max 5 clamps permitted per side.
15. Trucks with front leaf's cannot have kicker bars.
16. **Bead locks are permitted.**
17. Must be at least 20" to bottom of the rear frame.
18. Bed sides can be smashed down.
19. All thread only to lock rear suspension.
20. No pointy bumper on rear, slanted bumpers on rear are allowed

Powder Puff Front Wheel Drive Class

For all cars being built for **powder puff class**, make sure **YOU** build these cars to the front wheel drive mini class rules.

Update- Powder puff class, cars need to be built to front wheel drive mini stock class.

Youth Mini Class

Only FWD cars are permitted with no more than a 108" wheelbase. The age limit is 11 to 16 years old. They are required to have a passenger 18 years old or older.

1. The driver's and passenger's front doors may be welded solid using 3" x ¼" door strapping. Both front doors may also have door skins no thicker than ⅛" for safety. Back doors and deck lid may be welded with 3" x 6" x ¼" door strapping no more than 12" per seam. Speaker tray must remain intact.
2. You may crease the rear quarters but nothing past the rear doors. The top of the rain channel and quarter panels must stay factory height. Deck lid can be dished 12" It will be measured from the rear center of the decklid.
3. Hoods may be bolted in 4 spots. Mounting points can be no larger than 2" x 2" x 1/4" angle iron with one ⅜" bolt. Nothing can run through the core support for securing the hood down.
4. You may change out the factory core support body mount bolt with a bolt no larger than ⅝" with a standard nut. Washers can be no larger than 3". No other bolts may be changed out. No seam welding of the body or K member is permitted. K member may be welded with a 3" weld to core support.
5. You may use the factory fuel tank if it's in the factory carriage in front of the rear axle. No factory tanks inside the car.
6. Aftermarket shifters, gas pedals, braking combos, and steering columns are permitted.
7. Stock batteries must be removed from their original position. Battery must be relocated to the drivers compartment behind the front seat and securely fastened to the floor. Battery must be covered.

Frame/Bumpers

1. Any year factory bumper is permitted as well as a RCL, Limitless Fab, SMW, or Pimp Products bumper. No Chrysler pointy bumpers. You may not seam weld the bumpers. You may use 8" x 8" x ¼" box tubing no longer than 5 foot for a bumper. You may mount the bumper with a 6" x 6" x ¼" plate between the bumper and the frame. If the car does not come with shocks from factory, you may not add them Nothing past the mounting point of the bumper can be welded.
2. No fix it plates on fresh cars. 4 fix it plates 4" x 4" x ¼" may be used on pre ran but must be visible bent, 2 per side.

Suspension

1. The front struts must be the factory struts. Absolutely no aftermarket struts are permitted.
2. The rear suspension must be stock
3. Car must bounce.

4. May weld or wire in the rear coils
5. No plating of A-arms is permitted

Engines

1. A factory 4- or 6-cylinder front wheel drive only.
2. No chains to the engine solid or aftermarket mounts are ok.
3. No cradles or pulley protectors are permitted.
4. Headers are permitted.
5. You are permitted to use aftermarket aluminum radiator, but it must be bolted in like factory or held in with ratchet straps or #9 wire.

Window Area

1. You may have a 3" x ¼" piece of door strapping in the windshield area and it must be no further than 6" on the roof and 6" to the cowl. In the back window area, you are allowed a 3" x ¼" piece of door strapping welded no further than 6" on the roof and it cannot be any further than the speaker deck/deck lid seam.

Cage

1. You are allowed a 4-point cage with a gas tank holder that is no bigger than 6" in diam. Must be sheet metal to sheet metal only. The front dash bar must be 5" away from sheet metal. The door cage bars can be a maximum of 60". The gas tank holder must be 5" away from all sheet metal and be no wider than 24".
2. Roll over bars are recommended, but they must run straight across the roof, no angling.
3. A center bar from rear seat to front bar is permitted.

1. A factory 4- or 6-cylinder front wheel drive only.
2. Both front doors must be painted white.
3. Hoods may be wired in six locations. 2 strands of 9 wire per hole. Sheet metal to sheet metal NO frame or bumper. Hoods MUST be open for inspection. Front and rear fenders may be trimmed for clearance. No bolting or welding inner fender to outer fender or rolling fenders.
4. Drivers and passenger doors can be welded solidly. Drivers and Passenger's front door MUST have a bar or reinforcement on the outside of doors, must stop at front doors. All other doors can be welded shut with 3 wide strips OR 6 locations per side 2 strands of 9 wire per hole not sheet metal to sheet metal.
5. Trunks and tailgates may be wired shut in 6 locations. 2 strands of 9 wire per hole and sheet metal to sheet metal. Hoods MUST be open for inspection. Trunks can have (2) 3"x 6"x ¼" plates per seam of weld.
6. May weld or wire in the rear coils.

7. Two locations of wire or rod must be placed from front cowl to the front of the roof to prevent hood entry into the driver's compartment.
8. Stock batteries must be removed from their original position. A battery must be in the driver's compartment behind the front seat and securely fastened to the floor. The battery must be covered.
9. No loaded bumpers or homemade points. Homemade bumper can be 6"x6" square tubing.
10. Front doors can be welded solidly. Rear doors can have (4) 6"x3" plates.
11. No homemade rear axles or struts.
12. No fixit plates on fresh cars. Four fixit plates max. Must have visible bend 2 per side.
13. No bumper shocks or brackets bumper can be hard nose with (2) 3"x3" plates added from frame to bumper.
14. No plating of A-arms

Mini Van and Mini Truck Class

1. No cross breeding of the entire drive. It must be the same make as the car (Ex: Chevy to Chevy, Ford to Ford, etc.) and must appear to be the factory engine to the car. Headers are permitted. The engine must be mounted with stock mounts in the stock position. No welding of the mounts is permitted. They must be bolted only.
2. No homemade cross members are permitted. Cross members must be stock and bolted in, not welded.
3. The doors must be chained or wired in no more than 8 places per door. The wire from the bottom of the doors may go around the frame. You may use 5/6" chain or two strands of #9 wire per hole. Driver door and passenger door may be welded with 3x3 plates ¼ thick. 4 plates per door.
4. The trunks must be chained or wired in no more than 8 places. Two of these may go around the bumper and/or the frame. You are not required to have a deck lid and/or tailgate. No welding or adding metal is permitted. The trunk lid must be in the stock location. No tucking, wedging, pre bending, smashing, folding, or anything else you can think of is permitted. No welding washers for holes is permitted.
5. Hoods may be wired or chained in 8 spots. You may use 5/16" chain or two strands of #9 wire per hole. It must be sheet metal to sheet metal only. No welding washers for holes is permitted. There must be a 12" hole in the hood in case of fire. You must remove the hood latch. Hoods must be open for inspection.
6. Any tires are permitted. Doubled tires are permitted. No foam filled tires are permitted. Valve stem protectors are permitted.
7. You may leave the stock gas tank in the stock location, or you may relocate the fuel tank to the rear floor of the car. If the frame is rusted out, you must relocate the boat tank or aftermarket gas tank. If this is done, you must use a fuel cell or boat tank. If you relocate the fuel tank you have 2 options: a. If permitted a back bar, you can have a gas tank holder no bigger than 24" x 24" and it must be 6" away from sheet metal. b. If no back bar is present, you are permitted to have a 24" x 24" x 12" gas tank structure no thicker than 1/4" and it must be bolted to sheet metal only.
8. No stock fuel tanks inside of the car is permitted. 9. You can have a 4-point cage that must be no bigger than 3" x 3" x 1/4". The door bars can't be any bigger than 50" long. You may have a rollover bar, but it must run straight across and can only be welded to the top side of the rear seat bar. You are permitted a gas tank holder off the back bar that can be no wider than 24" and must be 6" away from all sheet metal. No

exceptions or you are not permitted to run! These may be no bigger than 2" x 2" and the mounting plate can be no bigger than 6" x 6" and must be mounted no farther than 6" behind the driver's seat.

9. You may also reinforce the driver's door as you see fit for driver safety. This may be done from door seam to door seam only.
10. The windshield may be left in the car, or you can remove the windshield.
11. Creasing on the body from the back doors back is permitted.
12. Stock type springs and shocks are permitted. No solid suspension. Screw in spring risers are permitted. No wire, chains, or any welding on the rear ends or rear spring pockets. Cars must bounce and cars must be stock. You are permitted to use an aftermarket lower control arm, but it must be from an auto parts store. No welded control arms are permitted. You must have a factory sway bar and it must be bolted on (No exceptions).
13. You must use the factory rear end for the car you are driving.
14. You may weld the spider gears in the rear end to make it posi. No gear is permitted, and you must use stock axles. You are not permitted to change the gear ratio or use aftermarket axles. This will be the driver's responsibility to prove they are not changed.
15. Any car bumper is permitted except for Chrysler pointy bumpers. They must be bolted and welded on in the factory location. You may collapse the shocks and weld all the way around the shock and to the mounting plate to the bumper and there must be an 1/2" gap between the frame and the factory bumper shock plate. You can use 4" x 4" box tubing that is 1/4" thick as a bumper that is no more than 5 feet long with no point. The ends of the bumper must remain open. No metal added to the bumper is permitted. If the car has no shocks, the bumper may be welded directly to the frame with no metal added. On the back side of the bumper where the shock mounts you may use a 1/4" x 6" x 6" piece of flat metal to create a flat mounting surface. Adept Products bumpers are permitted. Homemade bumpers must be bolted together, not seam welded.
16. If the car has a wiring harness in front of the core support, you may move it behind the core support.
17. All body bolts must be factory stock. No altering is permitted.

FIX IT PLATES

1. All fresh cars are permitted four 4"x4"x1/4" square plates. All pre-ran cars are permitted six 4"x4"x1/4" square fix it plates. Once plates are put on, they may not be cut off and moved. There must be a 1" gap between the welds of these plates. Fix it plates may not connect the body to the subframe or Kmember.

Stock Full size Class

Frame & Bumpers

1. Trailer hitches and braces must be removed. No frame welding other than what is stated in the rules.
2. No tilting or COLD BENDING of frames will be permitted. No seam welding on frames is permitted.
3. No frame shaping or hammering is permitted. You may crease, notch, or dimple the rear of the frame to

help roll.

4. You may weld the bumper to shock plate and weld the bumper shock where they collapse must be at least a 1" gap between bumper and frame.
5. Any year factory automotive car bumper or a 10-gauge approved bumper from Limitless Fab, SMW, or Pimp Products. 4 gussets with 1" hole and two end caps with 2" hole. No Chrysler Point's No replicas
6. 4 fixed plates, only on pre-ran cars, must be visibly bent.
7. No tilting or cold bending allowed. If in questioned will be thrown out.

Body/Gage

1. Driver's door may be fully welded. All other doors must be wired, chained, or banded shut. 6 double strands of #9 wire permitted per door.
2. Deck lids must be in their original position above rain channels, or they may be removed from car. No wedging, or body creasing is permitted. You can weld washers to the body of the car for wire to go through.
3. Hoods can be wired shut ONLY. 6 double strands of #9 wire 2 may go around bumper. Hoods must be open for inspection. 12" x 12" hole over carburetor. Deck lids may be wired the same way and must also be open for inspection.
4. A total of (6) body bolts (excluding the radiator core support) may be replaced with 1/2 " bolts and a 3" x1/4" thick washer. No welding of washer is permitted. Must use factory rubber mount, hockey puck or similar material. Radiator core support bolt may be replaced with 5/8 bolt or all thread. A spacer is permitted. Spacers may be steel, rubber, or 2x2 tubing maximum of 4" high. Bolts are not to go through core support or hood.
5. No seam welding on body will be permitted. Only sheet metal repair allowed is where the battery box and gas tank and driver's area of the floorboard.

6. You may have a 4-point cage, one bar in the dash area and a bar behind the seat with bars connecting the front and rear bars. Side bars must be inside the car not inside the door. No down legs permitted. No bigger than 3" diameter bars and you can use ¼ x 10" x 10" plate to attach bars to sheet metal.
7. Dash bar must be at least 5" from firewall. Door bars maximum length is 60 inches, any longer will be removed. May be gusseted in the corners, within 6" of the corners. All bars must be 5" off the transmission tunnel. Gas tank holders are permitted no wider than 24" wide.
8. Original gas tank must be removed and replaced with a boat-type tank or aftermarket fuel cell. Moved inside of the car behind the driver's seat.
9. Batteries must be moved to passenger side floorboard and securely fastened, must be covered with rubber or another non-flammable material.

SUSPENSION

1. Tie rods must remain in the factory, any factory five lug rear end permitted. No bracing permitted.
2. Watts link conversion on 98 and newer cars is not permitted.
3. May weld the upper a-arms down with 2x2x1/4 plate. One in front of the a-arms and one in the back. 4. No spacers or other metal permitted in, on top of, or around coil spring inside of frame on front coils.
5. Leaf spring cars must remain in factory springs.
6. Any tire may be used.
7. Rear coils may be wired or chained.

ENGINE/TRANSMISSION

1. Any car motor of choice is permitted. No chains on the engine permitted.
2. Lower engine cradles are allowed for mounting purposes only.
3. Angles for cross member can't be longer than 5" and must be within 12" from factory location.
4. Must use factory style motor mounts.
5. Aftermarket shifters, gas and brake pedals are permitted, slider shafts are not allowed.
6. **No transmission, oil, or water coolers allowed.**

Old School Wire Class

Any year American made car including imperials no hurst or ambulances.

Read all rules carefully and follow them!

These rules are shared by 4 promoters in this area. Just because it may pass at our shows doesn't mean it will at there shows. Any questions contact **Gavin Wilson at 567-213-8242.**

Frame & Bumpers

1. Trailer hitches and braces must be removed. No frame welding other than what is stated in the rules.
2. No tilting or COLD BENDING of frames will be permitted. No seam welding on frames is permitted.
3. No frame shaping or hammering is permitted. You may crease, notch, or dimple rear of the frame to help roll.
4. You may weld the bumper to shock plate and weld the bumper shock where they collapse must be at least a 1" gap between bumper and frame. You may hard nose the frame but it must be 1" in front of the core support mount . You can use a 6"x4"x1/4" plate for steel to mount bumper but no bumper shock is allowed if hard nosed.
5. Any factory bumper or a 10 gauge approved bumper from RCL, Limitless Fab, SMW, or Pimp Products.
6. **4 fix it plates, 4"x4"x1/4" on pre ran cars and fresh cars no other plates ALLOWED.**
7. No tilting or cold bending allowed. **If in questioned will be thrown out.**

Body/Gage

1. Drivers door may be welded four places using 3 x 6 x 1/4 strapping. All other doors must be wired, chained, or banded shut. 6 double strands of #9 wire permitted per door.
 - 1a. You must have a door bar or you can plate the drivers door for safety.
2. Deck lids must be in original position above rain channels or they may be removed from car. NO WEDGING or BODY CREASING is permitted
3. Hoods can be wired shut. 6 double strands of #9 wire 2 may go around bumper. Hoods must be open for inspection. 12" x 12" hole over carburetor. Deck lids may be wired same way and must also be open for inspection. May have 2 locations of 2x2 angle iron to bolt hoods down with. 1/2 inch bolts max.
4. **1/2 inch body bolts allowed with maximum 3inch washer on top and bottom.** If they look like they have been touched the only fix you will have is to remove bolts and you can use a double strand of #9 wire for each mount. You may change core support bolt with a 1/2" bolt and cannot be longer than

factory bolt. You must use up to a 3" washer. Must have a rubber mount no thicker than 1". You can change the rear body mount with a 1/2" bolt using the factory mount and a 3" washers. Those are the only mounts you can touch."

5. No seam welding on body will be permitted. Only sheet metal repair allowed is where the battery box and gas tank and driver's area of the floorboard.

6. You may have a bar behind the seat. No bigger than 3" diameter bars and you can use 1/4 x 10" x 10" plate to attach bars to sheet metal. The bar cannot be any further than 6" behind the door post.

7. Gas tank holders are permitted no wider than 24" and at least 5" from any sheet metal. No protector.

8. Original gas tank must be removed and replaced with a boat-type tank or aftermarket fuel cell. Moved inside of the car behind the drivers seat.

9. Batteries must be moved to passenger side floorboard and securely fastened, must be covered with rubber or another non-flammable material. **2 batteries are allowed.**

10. **You are ALLOWED to have a 4 POINT CAGE.**

11. **Core Support may have a 3inch 2 by 2 spacer.**

SUSPENSION

1. Tie rods must remain factory.

2. Watts link conversion on 98 and newer cars is not permitted.

3. All suspension components must remain factory stock no modifications will be permitted. You may use 4 screw-in spacers to get ride height in the front coil springs.

4. No spacers or other metal permitted in, on top of, or around coil spring inside of frame on front coils.

5. Leaf spring cars must remain factory springs.

6. Any tire may be used.

7. Rear coils may be wired or chained. 8. Any factory 5 lug rearend is permitted. **Bracing of rear end is allowed.**

ENGINE/TRANSMISSION

1. Any car motor of choice is permitted. No chains on engine permitted.

2. Lower engine cradles are allowed for mounting purposes only. No pulley protector

3. Must use factory cross members and mounts

4. Must use factory style motor mounts.

5. Aftermarket shifter and steering column are permitted, **slider drive shafts are allowed.**

6. **Transmission cooler and oil coolers are Allowed!!**

No painting of the frame or body mount bolts. If the body mount bolts look painted you will be ask to remove them and can replace with a double strand of #9 wire.

Power Wheel Class

POWERWHEELS AGES 4-10

1. The stock battery can be replaced with a 12-volt mower battery only, it can be positioned anywhere inside the car and covered. Not in the passenger seat.
2. Secure the doors and hoods with a bungy cord or rope so they don't come open.
3. Seatbelts are not mandatory but recommended, helmets are mandatory though.
4. Any rollover bars will be allowed if we feel they are safe and don't reinforce the cars. Bring your saws.
5. You can put screws in tires for traction if it is safe.
6. DO NOT make the power wheels go any faster than the factory or you will not be permitted to run. ALL POWER WHEELS MUST SIT LIKE THE STORE-BOUGHT ONES NO RAISING OR LOWERING THE FRONT OR REAR OF THE POWER WHEELS SCREWS MAY BE ADDED TO TIRES FOR TRACTION.

Figure 8 Derby

Figure 8 classes will follow this rule set of rules for each class. Classes will contain 4,6- and 8-cylinder cars.

Figure 8 for each class is a run what you bring.

This event will be a BRING WHAT YOU RUN EVENT. This means each car can be modified or stock. This is supposed to be a fun and safe event. So, let's keep it at that. Each Car, Truck or Van MUST have a safety bar along the inside of driver door and must have Driver Doors Welded solid. Each driver MUST have a helmet, goggles, and seatbelts before entering the track. Stock car batteries, and Gas tanks should be moved to inside of car but is not needed. There will be waivers signed for this event so if any injuries or complaints are brought up, the We as the New Beginning Derby Team are not HELD accountable for anything.