



2025 Demolition Derby Rules

Limited Weld

Wreckless Promotions LLC: Logan 308-627-0827

Any American make car can run with the following exceptions; No 2003 or newer FoMoCo frames, No 1970 or older Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, limousines, frames or full cars etc....

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1. Overall condition must be safe. This applies to used cars as well as fresh cars. If the officials deem the car unsafe to run, it will not run. **The officials' decision is final.**
2. **SFI-1 or better, Certified Fire jacket required.** SFI-1 or better, pants recommended. Long pants are required. Eye protection, neck brace and gloves highly recommended. Shoes are required.
3. Minimum of D.O.T. rated helmet required. Full-face helmets recommended.
4. Seat belts are required, must be functional, and fastened to the floor or seat bracket and must be always worn. Officials' decision is final.
5. Car must be fully stripped of all flammable material. Factory seats and factory dash are allowed. All glass, chrome, door handles, and any unsafe items must be removed from the inside and outside of the cars. All plastic, stainless and pot metal trim, fiberglass, and rubber must be removed from the outside of the car. Car floor, trunks, and inside of doors must be swept of glass, debris, and must be clean. Factory floor drain plugs must be removed.
6. Factory fuel tank(s) must be removed. Unused factory fuel lines must be blown free of gas. Removing unused fuel lines is recommended. Factory fuel tank may not be re-used.
7. A steel seat support (seat bar) is required from the inside of the driver door(s) across to the passenger door(s), must be behind the seat, and must be no farther back than 6" from back of driver's seat. Cars with two doors may have a seat bar at the rear of the doors at the door jam. A second seat support bar is also allowed forward of this rear support bar, placed just behind the driver seat. This seat bar

must be made of steel, 2" x 2" x 1/4" square, 2 1/2" x 1/4" round minimum, 6" x 1/2" square or round maximum. Steel plates are recommended on the ends of this seat bar, 12" x 12" x 1/2" maximum. These steel plates must be welded well to the seat bar (officials' decision is final, must be safe). The steel plates may be bolted to the car; however, welding is highly recommended. If the factory dash is removed, a support (dash bar) like the seat support is required. If you use a dash bar, it must be minimum 6" from the firewall and minimum 6" from the transmission tunnel. It must not come in contact with firewall or transmission tunnel at any time. It may be connected to the seat support bar with similar material. These "door" bars may be against inner door panel, but not between door panel and outer door skin. **These "door" bars may not extend past the dash or roll over bar.** All parts & pieces of cage must

remain a minimum of 6" away from the firewall and a minimum of 2" in front of the rear backseat body mount bolt. If door bars are used, you are allowed (3) "down" bars per side from the door bars to the top of the frame, no part of the down bar can extend downward past the top side of the frame . (1) of these "down bars" per side will be counted as your "rollover/halo" that is allowed to be behind the front door interior seam but still must remain 2" in front of the rear seat body mount bolt. The other (2) door bars per side are **ONLY** allowed to be within the **INSIDE of the Front interior** of the door seams of the driver/passenger doors. Maximum "down bar" size is 3" round or square tubing.

8. Driver door may be welded completely shut for safety. Outer and/or inner driver door skin reinforcement is Mandatory. **The inner door plate cannot be welded to the floor (must remain a minimum of 3 inches from the floor & 6" from the firewall).** This reinforcement must be sheet metal to sheet metal only, may be no thicker than 1/4", and must conform to the factory body lines. This reinforcement may not extend in front of the front door seam more than 6", and may not extend past the rear of the driver's door seam more than 6".

9. Halo bar and or rollover bar are mandatory. The addition of "posts" on hardtop sedans (connecting top of doors to roof) is also allowed, 2" round or square tubing or 3" x 1/2" thick flat maximum to add "posts" to hardtop cars. Roll over cage may run on the exterior or interior of the roof and must be welded to the seat support bar. Connecting the roll over cage to the roof is mandatory with a maximum of 4 bolts (1/2" diameter maximum) or a maximum of (4) 4" long weld beads to roof tin, that do not extend more than 8 inches away from either side of the halo bar. The rear roll over bar, behind the seat, must be vertical (not angled up and back). This rear roll over bar may extend down through the floor tin and to the top of the frame or sub-frame. This rear roll over bar may be welded to the top of the frame (**top of frame only**) and must be a minimum of 2" forward from the center of the backseat body mount bolt on a full frame car (will be measured straight back, not at an angle). On a sub frame car, the roll over bar can be welded to the rear floor foot pan tin or to the rear sub frame

but must remain in front of the front leaf spring bracket or can be welded to the front sub frame but not both.

10. A maximum of two steel straps or bars must be in windshield area. These must be welded from the rollover bar (Halo) to the top of the dash bar. (2" round, 2" x 2" square maximum).

These straps or bars are required to prevent the hood from entering the passenger compartment.

Windshield bars must be at least 10" apart where they meet the dash bar, no part of these bars may extend any farther forward than the dash bar. These bars must run forward off the front side of your halo bar. You will be allowed (8) 3/8" bolts or (8) 1" Welds to attach these bars to the roof tin. You will be allowed a maximum of (2) horizontal bars to connect the vertical windshield bars together ONLY if firewall tin has been removed between the two vertical bars, these horizontal bars are of the same size regulations as the vertical windshield bars.

11. Battery must be relocated inside of passenger compartment. The battery must be in a solid container and must be securely fastened and covered (**officials' decision is final**, must be safe).

12. No steel gas "cans" or plastic gas "jugs" allowed. A steel boat tank is allowed, however, any metal tank deemed safe by the officials is acceptable. Metal tanks do not need to be covered. Any plastic or urethane "fuel cell" must be in a solid metal container and must be covered with metal. The fuel tank must be securely fastened inside the passenger compartment and must not exceed 12 gallons.

Officials' decision is final, must be safe. Gas tank protector may be 30" wide maximum, **must remain a minimum of 2" away from back seat sheet metal (speaker deck) & 6" away from floor & any other sheet metal.** Wagon or any other car with 3rd row seating Gas Tank Protectors must remain 6" in front of center line of the rear axle housing. You may have vertical bars extending up from your main gas tank protector, these bars must go straight up (not angled back, forward or to the sides) these bars must remain at minimum 8" away from your roof tin, you may connect your vertical gas tank protector bars straight forward & down (gusset) to your backseat bar or your main gas tank protector frame. Gas tank protectors cannot reinforce the car. **Officials' decision is final.**

13. Hoods must have a minimum of two 12" holes for fire control.

14. Cars must have some type of working brakes. Pinion brakes are allowed (**Officials' decision is final**, must be safe).

15. Engine oil and transmission coolers are allowed. If air coolers (fans) are used, a shield must be located between the cooler and the driver. High-pressure (hydraulic type) lines and fittings are recommended. **No gas hose is allowed. It must be compatible with transmission oil. If low pressure rated oil hose is used, minimum of two hose clamps per fitting.** Non-high-pressure oil hose must be covered. Engine cooler hose and fittings must be high pressure.

16. Low-pressure rated fuel hose in the passenger compartment, from electric fuel pump to fire wall, must be covered.
17. No wheel weights or balance weights allowed on wheel rims. Valve stem protection is allowed. Full Weld In Centers Allowed, 1" Wide Bead lips allowed.

Car Building Rules

Cars must remain stock unless stated otherwise in these rules. If there are any alterations to these rules, you will not be allowed to run. Official's decisions are final. IF IT DOES NOT SAY YOU CAN DO IT THEN YOU CAN'T. CALL BEFORE DOING IT, OR YOU WILL CUT OR POSSIBLY NOT BE ALLOWED TO RUN!

1: BUMPERS & BRACKETS

These bumper & bracket rules are for front bumper.

1:1 Bumpers can be changed out to any car bumper (if it did not come with a 5mph shock bumper you may put one on) May use the brackets that came with the year, make and model of car. You may reinforce bumpers on the inside of the bumper. All support must be inside besides (2) 8"x8"x $\frac{3}{8}$ " mounting plates. The bumper chrome must remain the stock shape, but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. No welding bumper to the body in any fashion! 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 the frame, whichever is lower.

You may manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 34" overall, the bumper cannot exceed 16" wide at the tip of the point, these measurements must come from the top to the bottom of the bumper. The point may only extend out 8" from the flat part of 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. Please refer to Diagram #1 at the bottom. Manufactured Pointy Bumpers are allowed as long as they meet the above specs.

1:2 Bumper Brackets can be welded to the bumper and to the frame on one of the four sides of the frame. Bumper can be welded to the frame with no foreign material, factory brackets are allowed to be stretched back and placed on any ONE side of the frame but must not extend any farther than 18" behind the bumper. OR a piece of $\frac{3}{8}$ " thick, 4" wide by 18" long strap may be used instead of the stock brackets (not both). TEE PEE or FORMED BUMPER BRACKETS ARE ALLOWED. 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. Your bumper strap MUST NOT exceed 22" long total this includes the 18" allowed to weld flat along the frame and the 4" allowed to wrap around the front of the frame making a "L" shape for the Total piece being NO MORE than 22" long! No brackets can extend any further back than the first 18" of the frame. Nothing can be put inside the frame and all brackets can only be on one side of the frame. All bumper brackets must be on the exterior of the frame, unless they came from the factory on the interior of the frame. If using the stock bumper bracket and it came from the factory on the interior, it may remain on the interior of the frame. All homemade bumper brackets

must remain on the exterior of the frame. NO EXCEPTIONS. **Rear Bumper Brackets will follow all the same guidelines as the front brackets but can only be 4" wide x 10" Long x 3/8" thick. Officials' decision is final.**

2: Body

2:1 All EXTERIOR doors seam can be fully welded. Maximum 4" wide, 1/8" thick strap. Tops of doors may be pinched together and welded with maximum 4" wide, 1/8" thick strap.

2:2 All EXTERIOR trunk seams can be fully welded. Maximum 4" wide, 1/8" thick strap. Two 1" all-threads also allowed from trunk lid through floor tin & welded to the side of the frame ONLY, 4" of all-thread may be welded to the side of the frame (both sides of all-thread may be welded) and must remain vertical on the frame. All-thread must be cut of flush with the bottom of the frame and can not extend forward, rearward, or to either side. This 1" all-thread is allowed to pass through the roof on wagons not sedans. Trunk tin can be reformed. (NO WEDGING) Fenders must remain vertical and in stock locations. **An 8" inspection hole is be required for inspection.** You may tuck the trunk (only 50% can be tucked, 50% of the trunk needs to remain in stock location). If you tuck the trunk, you may bolt the tucked part to floor tin only with maximum of (8) 3/8" bolts. Exterior body shaping is allowed, absolutely NO interior, firewall, or underside body shaping will be allowed. Officials' decision is final.

2:3 Fenders may be pre-cut, and bolted back together with (8) 3/8" bolts per fender, but not re-welded.

2:4 Hood may have a maximum of 8 hold down bolts not to exceed 1" in diameter. Front two hood bolts may run down the core support, but must run through factory body mounts holes on frame. (These 2 rubber bushings can be removed). If a spacer is used between the frame and core support it cannot exceed 3" Square or round material, spacer can be welded to the frame only NOT THE CORE SUPPORT. Other hood bolts must be welded to tin only, must not exceed 14" in overall length and may attach to tin with a 5"X5" plate. Hood bolts must remain vertical & not formed or used as a "kicker" (5" hood washers max). You are allowed to use 2" x 2"x 4" long x 1/4" thick angle iron on the hood/fender as a hood bolt attachment with a maximum bolt size through the two pieces of angle iron of 1" diameter. Hood must have a minimum of (2) 12" holes cut completely out for safety. Maximum (8) 3/8" bolts for bolting hood tin back together. No welding of stock hinges.

2:5 Body mounts you may use factory body mounts (i.e. rubber bushings) or rubber hockey pucks or steel body bushings (minimum 1" thick) you must have a 1" minimum gap between the frame and body. Body spacers cannot be welded to the frame or body, body spacers must be separate for each body

mount hole opening with a maximum 3" OD for body mount spacer . You may replace body bolts with longer bolts, 3 1/4" bolt max for body bolts. You are allowed to put a 2 1/2" washer and nut inside the frame and a 5" maximum washer on top of the body bolts to help hold down the body. (DO NOT WELD or Attach THE WASHERS AND NUTS TO THE FRAME OR BODY)

If the make, model, and year of car you are running came with a provisional "extra body mount " you may put a body bolt in that spot. ONLY ONE EXTRA BODY MOUNT BOLT MAY BE USED PER FRAME RAIL AND IT MUST BE IN THE SAME LOCATION THE FACTORY MADE THE PROVISION FOR IT!

2:6 Aftermarket steering columns (NO HYDRAULIC), gas pedals and shifters allowed. No steering brackets, gas pedals, brake pedals, shifters, gas tanks, transmission coolers, battery boxes or seats brackets can be attached to or touching the frame, tin ONLY. If you use your battery box, transmission cooler, pedals, shifter, or seat bracket, or any other accessory to re-enforce the car it will be CUT!

Maximum 3" washer size on fastening bolts on underside of floor tin.

NO SEDAGONS and NO DECKING ALLOWED IN THE BACK OF WAGON'S

Sheet Metal rust repair must be repaired with factory thickness of sheet metal of the car you are running, **YOU MUST** provide pictures of rusty spots at Tech. Any and all sheet metal repairs can only overlap in all directions 1" maximum, pre ran cars with holes or tears may only patch the damage if the hole/tear is bigger than 4" at any point and repair must not overlap other repairs.

3: Frame

3:1 You are allowed to weld from the front side of the A-Arms forward, frame seams top & bottom in addition you are allowed to re-weld 12" of factory frame seam per frame rail 1/2" wide weld beads maximum (THIS INCLUDES TILTING OF A FRAME & WELDING IT BACK TOGETHER). No other welding to or on frame (except bumper brackets and motor mounts) of any kind! (NO FRAME SHAPING OF ANY KIND).

3:2 Frames must match Make & Model of Body, this includes re-stubbing of a pre-ran car. (Example 79-02 Ford Frame must be under a 79-02 Ford Body, 71-76 Chevy Impala frame must be under 71-76

Chevy Impala body, 69-72 Caddy frame under 69-72 Caddy body, 73-74 Caddy under 73-74 caddy, 75-76 under 75-76 caddy, Mopar are to follow the same rules. Y-Frame Sub under Y-Frame body, Shocker Sub under Shocker Frame Body Etc Etc...) No shorting of frames under doors to make fit etc. On all re-stubbing of pre-ran cars, officials decision is final. **You Must Call before re-stubbing a pre-ran car.**

3:3 Frame Shortening: You may shorten the front frame rails only. You may cut the frame off flush with the front edge of the body mount hole (core support mount). 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. DO NOT SHORTEN OR SLIDE BACK THE FRONT CLIP, OR RE-LOCATE THE RADIATOR SUPPORT. Cadillacs must remain 18" long from the front side of the spring bucket lip forward (call if in question). And remember can only weld main frame seams, no fingers or brackets coming off the frame.

Frame rust repair you must call prior to fixing and provide pictures.

Absolutely no stitch/spaghetti welding on frames in any place, if caught with it you will NOT run!

4: Drive Train

4:1 Motors can be changed out (Chevy to Mopar, Mopar to Chevy, Chevy to Ford and so on) but must be mounted to meet rule 4:2 & must remain within 2" of factory location. Slider drive shafts allowed.

Distributor Protectors are allowed with the following guidelines: Anywhere the mid-plate/distributor protector would contact the firewall above the base of the valve covers the sheet metal must be completely removed 3" beyond the mid-plate/protector. Engines without a rear mounted distributor or no distributor will follow the same guidelines as above with any mid-plate or protector that is above the base of the valve covers. Any mid-plate or protector on the back of the engine or bell housing must remain 6" from the dash bar. Officials' decisions are final.

4:2 Motor mounts can be welded solid. You can use a **full** engine cradle, but must be welded to the cross member (Engine saddle) **not** frame, you may use a maximum of 8" of attachment per side to weld your engine to the saddle. You are allowed an Engine Top Halo/Header Protector **but any part that will come in contact with sheet metal the sheet metal will have to be removed 3" beyond where it would come in contact. Halo/Header Protectors must remain 6" from dash bar.**

4:3 Transmission mount must be in stock location to make, model and year of car. Cross member must be stock cross member or replaced with 2"x 2" by 1/4" thick material, cross member (must have 5/16" pilot hole to gauge thickness, IF TECHS CANNOT GAUGE THICKNESS, WE WILL DRILL A HOLE FOR YOU). Cross member may have TWO 3/8" bolts to help hold to floor tin (floor tin only) with maximum size washer of 3". Where the transmission tail shaft housing meets the transmission cross member, you are allowed to attach (bolt, chain, or wire) the transmission to the cross member, but transmission mount must not exceed a 12" wide area measured from the center of the cross member out 6" on each side. YOU MAY NOT WELD THE TRANSMISSION IN SOLID TO THE TRANSMISSION CROSSMEMBER! You may use one piece of 8" long 2"x2"x1/4" thick angle iron per frame rail to mount your cross member to

(cross member must come in contact with both of these angle irons), these angle iron pieces must be placed at least 8" rearward of the front part of the side frame rail. This will be measured on the inside

portion of the side rail. (Example: 80's + Fords we will measure from the inside corner where the crush box meets the side rail, Old iron GM we will measure from where the side rail meets the "S Curve". You must remove factory cross member mounts if angle iron is used.

Aftermarket Transmission Bell Housing's are allowed but must not be welded to the mid plate or transmission case. Aftermarket Transmission Tail Shaft housings are allowed. Aftermarket or Homemade Transmission Braces are Allowed if the following guidelines are met: NO Transmission Tunnel sheet metal can be altered, added to, welded, or creased in any way. 2" aftermarket or homemade crossmember is allowed with brace or the stock cross member that came with the car from factory. Transmission Braces can be locked into the transmission crossmember.

4:4 Radiators must be in stock location. No water barrels or auxiliary cooling of engine allowed. You may use (4) 1/2" pieces of all-thread to hold your radiator in place, these pieces must extend down through lower sheet tin of the radiator support, at the top of the radiator support you are allowed ONE piece

of 1/8" thick x 3" wide x 8" long per side to run your all-thread pieces through. ALL-THREAD MUST BE SPACED ATLEAST 20" APART. Air Conditioning Condensers may be bolted in with a maximum of (8) 3/8" diameter bolts or welded in with (1) 1/8" thick x 4" wide x 8" long piece of flat strap per side (one on passenger side & one on drivers' side) Must be mounted on the front side of the radiator. **Instead of an AC Condenser you will be allowed to run a piece of 1/8" thick flat stock to protect your radiator. This Piece may be attached in the same fashion as the AC Condenser rules. This 1/8" Flat stock will be allowed to be formed but no more than 3" outside of a flat formation, can not cap the ends or top & bottom, must remain 1/8" thick throughout.**

4:5 Rearend swaps allowed, Any Rearend Allowed Including 8 Lug, rearend bracing must remain 4" from the frame, package tray, & cage/gas tank protector. Bracing must not exceed 13" off center of housing horizontally & 10" vertically. Pinion brakes will be allowed.

5: Suspension

5:1 Coil Spring cars must have a stock coil spring from a car (NO TRUCK, SUV, ETC. COIL SPRINGS).

DOUBLE COIL SPRINGS ALLOWED IN THE REAR ONLY. Coils springs can be welded or wired top or bottom, **not** both to help hold in place. No aftermarket coil springs. Coil springs must remain stock shape and cannot be bent or shaped to form the frame or spring pocket.

5:2 Upper and lower rear end control arms may be homemade or aftermarket but must be close to factory length for car you are running. May use chain in place of shocks, 3/8" chain maximum. Chain must be in stock shock location **or can make (1) loop around rearend housing over frame hump. DO NOT WELD OR BOLT THIS CHAIN TO THE FRAME.** NO ALL THREAD IN PLACE OF SHOCKS **Officials' decision is final.**

5:3 Leaf spring cars can have a max of 7 leaf's, with a 2" total stagger (1" on the front side of the rear end & 1" on the back side of the rear end). Must be stock Main leaf spring to make, model and year of car. No flat stacks. You may use 6 clamps, 3 in front of the housing and 3 in the back (maximum size 2"x 4"x 1/4" thick) per side with a maximum of (4) 3/8" diameter bolts per clamp. May have (2) 3/8" bolts in shock tower to help hold it to the body. May use chain in place of shocks, 3/8" chain maximum. Chain must be in stock shock location. NO ALL THREAD IN PLACE OF SHOCKS . Mopar's or Cars without the rear spring hanger directly under the frame/uni-body are allowed to fabricate leaf spring hanger brackets out of 1/4" thick 2" wide by 6" long to reposition the leaf springs underneath the rear sub (**NO** shortening the factory length of leaf springs)

5:4 Watts link conversions on newer Fords. You may convert a watt's link to a standard 4 link system in the following way: Use the upper and lower trailing arm brackets off an older Ford. No shortening of trailing arms, no positioning brackets to strengthen front down legs of the rear hump. Must mount in the stock location or you may use upper mount tray out of older car but must remove all of original factory package tray, the older style package tray you install must not be welded anymore than a factory package tray and must stay at minimum 3/4" away from the frame hump seam . **Do not re-weld seam** .

Welds may only weld to package tray. Or if you leave in the stock package tray, you can use a 4-piece bolt-in watts link conversion kit. If a Watts conversion kit is used the upper mounts on the package tray must not exceed 6"x6" with a maximum of (6) 1/2" bolts holding each bracket to the factory package tray, these bolts CAN NOT go through any sheet tin only through the package tray. The lower Watts brackets may only be Welded to the side of the frame as they were intended, do not add gussets, or trying re-enforcing the frame with these brackets or it will be cut.

5:5 Front suspension from a car (No truck, van, etc. a-arms) must have stock a-arms, spindles, hubs, drag link, sway bar, steering box, and CAN NOT be fabricated at all. You CAN NOT fabricate or weld on different mounts to make your suspension work it must bolt on as factory; **AFTERMARKET TIE RODS ARE ALLOWED.** ball joints may be aftermarket but MUST bolt in or press in (**NO WELD IN BALL JOINTS & NO SCREW IN BALL JOINTS UNLESS THE SCREW IN MOUNT IS BOLTED INTO THE A-ARM AS FACTORY.**) May use chain in place of shocks, 3/8" chain maximum. Chain must be in stock shock location. NO ALL THREAD IN PLACE OF SHOCKS. A-arms may be chained or welded to gain height. If chained 5/16" maximum size chain. Chain cannot reinforce the frame. If welded you may use (2) 2"x4"x 1/8" flat strap per upper a arm only. Flat strap must not reinforce the frame. 2"x4"x1/8" pieces must be a rectangle (No Diamond or parallelogram shapes) Welded or Chain ONLY you cannot use both. If A-Arms are welded the only welds allowed are for the (2) 2"x4"x1/8" Flat strap NO OTHER WELDING OF A ARMS. **Officials' decision is final.**

ETC.

Tire rule. We don't want flats. Doubled tires ok, foam filled front tires ok (NO FOAM OR RUBBER FILLED REAR TIRES), NO BEADLOCKS (Including screwing wheel to the tire). Wheels may be narrowed but must not be excessive welding! Officials' decision is FINAL!

Must have door numbers (in a contrasting color) and roof number sign on all cars. Maximum 30" X 30" size roof signs allowed. No reinforcing of the car allowed.

If any iron is added in or on frames or bodies anywhere, you will not be allowed to run. You will have no opportunity to remove it.

"One trip fix it rule" If you have something to change or cut during inspection, you have one opportunity to get it fixed.

Repair rules:

ALL REPAIR PLATES MUST HAVE A MINIMUM OF ½" HOLE IN THE PLATE TO GAUGE THICKNESS

Repair Plates will be allowed to be "altered" (taco, tee pee, formed, slit, etc.) But they must remain one piece & start out as a 6"x6"x1/8" thick square (no diamonds or parallelograms allowed). Repair plates will only be allowed to attach to the frame (cannot attached or come within 6" of the drivetrain at any point)

Once a repair plate is welded onto a frame it will not be allowed to be cut off & moved at all.

Fresh Car's will be allowed (2) 6"x6"x1/8" thick repair plate per frame rail (Passenger side & Drivers side Frame Rail)

Pre-Ran Car's will be allowed (5) 6"x6"x1/8" thick repair plates per frame rail. (Passenger side & Drivers side Frame Rail)

Absolutely no stitch/spaghetti welding on frames in any place, if caught with it you will NOT run!

#9 Wire or 3/8" Cable will be allowed on Pre-Ran cars only. **(1) LOOP OF 3/8" CABLE EQUALS (4) LOOPS OF #9 WIRE.** TWO places per window opening with (4) loops allowed (8 strands), #9 wire must go from the roof (allowed to weld standard 5/8" flat washers to keep sheet metal from tearing) to or around the frame ONLY (In the flat part of the floor ONLY), must not be wrapped around any part of the cage, halo, down bars, gas tank protector, transmission cross member, etc. **YOU MAY ONLY DO ONE OR THE OTHER #9 Wire or Cable NOT BOTH.** (1) 12" Turnbuckle will be allowed per spot of Cable or #9 Wire.

OFFICIALS' DECISIONS ARE FINAL

Sheet Metal rust repair must be repaired with factory thickness of sheet metal of the car you are running. **YOU MUST** provide pictures of rusty spots at Tech. Any and all sheet metal repairs can only

overlap in all directions 1" maximum, pre-ran cars with holes or tears may only patch the damage if the hole/tear is bigger than 4" at any point and repair must not overlap other repairs.

Re-Tech/ Re-Inspection of the TOP 3 placing cars in each class may be required & if anything illegal is found you may forfeit your winnings.

Disclaimer to car builders and drivers: IF IT DOES NOT SAY YOU CAN DO IT WITHIN THESE RULES, DO NOT DO IT BEFORE CALLING. ALL CARS FOUND TO BE ILLEGAL WILL NEED TO BE CORRECTED TO PASS OFFICIALS INSPECTION, CARS THAT DO NOT PASS INSPECTION WILL NOT RUN AND HAVE TO BE LOADED. ALL JUDGES DECISIONS ARE FINAL MEANING: IF YOU OR YOUR PIT CREW WANT TO CHOOSE TO ARGUE WITH ANY OF THE JUDGES BEFORE, DURING OR AFTER THE DERBY YOU WILL BE DISQUALIFIED AND POSSIBLY ESCORTED OUT OF THE EVENT. THIS IS A FAMILY EVENT AND YOU MUST BE RESPECTFUL AT ALL TIMES. ALL DECISIONS BY OFFICIALS ARE FINAL!

