

# DEMO DERBY

**Friday, July 31, 2026 at 7 pm**

- Chain and Go – Compact
- Chain N Go – Trucks
- 1980s and Newer
- Gut N Go

**Saturday, August 1, 2026 at 7 pm**

- Builders Compact Cars
- Limited Weld Truck
- Old Iron

**Entry Fee: \$100.00** - Drivers may enter each heat but must have a different car and entry form (including separate registration fee) for each heat.

**PRIZE MONEY**

Class	Place	Payout if 8+ Cars	Payout Less than 8 Cars
Old Iron	1st	\$1,800.00	\$1,250.00
	2nd	\$1,000.00	\$750.00
	3rd	\$500.00	\$500.00
<b> </b>			
Limited Weld	1st	\$1,800.00	\$1,000.00
	2nd	\$1,000.00	\$500.00
	3rd	\$500.00	\$250.00
<b> </b>			
Chain and Go Compact	1st	\$1,250.00	\$1,000.00
Chain and Go Trucks	2nd	\$750.00	\$500.00
80's Newer	3rd	\$500.00	\$250.00
Gut N Go			
Builders Compact			
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**\*\*\*Prize amounts over the IRS threshold will require a completed a W-9 Form before prize money is paid.**

**\*\*\*\* Attention Demo Derby Contestants \*\*\*\***

\*\* When participating in a demo derby, your personal automobile liability or physical damage insurance does not cover you. In the event that another driver or spectator is injured as a result of your actions, you could be named in a lawsuit.

\*\*Please follow all the rules for your own safety and the safety of others. We are all here to have fun!

**\*\* BUILD BY THE RULES OR YOU WILL NOT RUN. RULES WILL BE STRICTLY ENFORCED THIS YEAR AND MOVING FORWARD. \*\***

## General Rules

### Driver Entry:

1. Drivers must be 18 years of age or older.
2. Drivers must furnish their own car or have a sponsor.
3. Drivers may enter each heat but must have a different car and entry form (including separate registration fee) for each heat. Each driver may have only one car in the final heat.
4. An entry fee of \$100 will be charged if pre-registered or at the gate.
5. Drivers will be allowed free (no parking or grandstand admission); **ALL** pit crew and others will be charged grandstand admission, and parking.
6. Entries will be accepted on a first registered basis
7. All preparations must be followed, or you will be moved up a class or will not be able to run depending on the judge's decision. **ALL JUDGES DECISIONS ARE FINAL.**

### Regulations:

1. If it does not say it in the rule, then DO NOT DO IT!!!!!!
2. Cars should arrive at the fairground no later than 5:00 PM for inspection by the judges.
3. All hoods will need to be open for inspection.
4. All drivers must attend the 6:30 pm drivers meeting by the announcers stand prior to race time for the judge's rules and explanations. Drivers NOT at the 6:30 PM meeting will be DISQUALIFIED!!!!!!
5. No drivers or pit crew under the influence of drugs or alcohol will be allowed to participate.
6. All drivers MUST wear safety belts and helmets.
7. Driver's doors must have protection, or you will not run.
8. Drivers may maneuver their cars forwards or backwards.
9. No intentional hitting of the opponents' driver's doors will be tolerated.
10. If a driver does not hit another car in 2 minutes time, the driver will be disqualified. No playing "possum". NO TEAM DRIVING!!!!
11. Sticks/flags will be up when you enter the arena and drivers will break them when you are done or told to do so. Drivers will remain in the car until the heat is over.
12. All drivers must have working breaks to enter the derby.
13. There will be 10 minutes at the end of the last heat until the consolation heat begins.
14. Derby will be stopped for all vehicles on blocks so they can be safely pushed off.
15. All gas lines must be safely secured and protected.
16. No OEM gas tanks, plus Gas tank and battery must be moved (**This does not apply to Gut N Go**)
17. **ALL JUDGES' DECISIONS ARE FINAL AND RULES WILL BE STRICTLY ENFORCED!!**

### Classes:

#### CHAIN AND GO COMPACT CLASS PREPARATION

1. Follow all driver entry and general regulations.
2. All American cars, minivans, and wagons are allowed provided they meet the wheelbase requirements of no more than 112 inches. Vehicles must be 4 or 6 cylinders only.
3. Absolutely no frame reinforcement, stuffing, filling, or welding.
4. No painting or undercoating of frame or sub-frames.
5. The only welding allowed will be for the driver's door and differential!!!
6. No changing of the suspension will be permitted.
7. Full driver's cages are allowed: cages should be fastened to the floor, NOT to the frame
8. Any tires are allowed.
9. The trunk can be reinforced with two (2) chains. Kinking the trunk is permitted.

## Chain and Go Compact Class Preparation - Continued

10. Two (2) chains will be allowed per door.
11. Six (6) chains or bolts will be allowed on the hood. Front hood chains should go around the bumper.
12. Two (2) threaded rods may be used in front through the stock mount, nutted under the stock mount.
13. The rear axle may be chained with two (2) chains
14. Bumper shocks may be collapsed. All hoods must be opened or removed for inspection.
15. All hoods must have 18" minimum opening for inspection and fire safety.
16. No pulling body mounts.
17. Valve stem protectors are permitted.
18. The addition of any metal is strictly prohibited.
  - 18-1: Pre-ran cars are allowed four (4) plates – two(2) per side. Maximum plate size 5x5 (1/8" thickness MAX) inches with 1" gap including welding between them.
  - 18-2: In middle of fix it plate there needs to be a 1" hole cut in the plate to easily see the thickness of the plate
19. Bumpers must be see-through. Can be welded no more than 6 inches back on the frame. Maximum plate thickness ¼ inch.
20. Fenders may be bolted with up to 4 bolts per fender.
21. Any factory parts are allowed including V-bumpers.
22. No tipping of the frames will be allowed.
23. Factory bumpers or flat tube bumpers cannot exceed 3x5 square tube and not thicker the 1/2"
24. **DO NOT** weld the frame and sub-frame together!!!

### LIMITED WELD TRUCK CLASS PREPARATION:

1. Follow all driver entry and general regulations.
2. Only rear wheel drive trucks allowed.
3. No 1-ton trucks will be permitted to run. Trucks must have a maximum of 8" frame height.
4. All glass and chrome must removed before entering the fairgrounds.
5. Absolutely no frame reinforcement, stuffing, filling, or welding.
6. No painting or undercoating of frame.
7. Reinforcing will be permitted for drivers safety and for fuel tank protection. Full driver's cages are allowed; cages should be fastened to the floor, not to the frame.
8. If running a rollbar, it cannot go past the front of the back tires!!! And must be bolted in with the box bolts.
9. Two (2) kickers are allowed for radiator support not to go past center of axle/tire.
10. If any frame reinforcing is found, you will be DISQUALIFIED!!
  - 10-1: Pre-ran trucks are allowed four plates on proven bend. Plated on the outside of frame only- ¼ inch thick by 6 inches long (6"x6") max.
11. All hoods must be opened or removed for inspection. All hoods must have 18" minimum opening for inspection and fire safety.
12. All hoods must be secured by up to six (6) chains or bolts.
13. Bolts are permitted. No more than six (6) large bolts (3/4" max) can be used to secure the hood. Bolts from radiator supports through the hood are permitted.
14. You may bolt the cab to the box with up to Six (6) and washers ( up to 4"x 4" plates as washers)
15. You may bolt the box directly to the frame with up to 10 bolts total, including factory bolts.
16. You can have two (2) extra cab mounts over factory mounts.
17. When you cut a hole in the cab/box for fuel line, make sure the lines are well protected.
  - 17-1: Use pipe or something similar to protect the lines.
18. Suspension must appear as factory components (stock suspension).
19. NO welding of shocks, shackles, or any other movable rear suspension parts.
20. Front suspension may be welded/bolted up to providing height requirements are met.
21. Coil or leaf suspension is permitted; interchange permitted but must function properly.

22. All leaf suspension must stagger as factory leafs (no double leafs.) DO NOT weld leafs together.
23. Rear shackles may be shortened/lengthened to meet height requirements.
24. Steering – You must strengthen steering/tie rods if they appear stock.
25. Limiting rear suspension travel with chain is permitted. Chains must be loose at stock height.
  
26. Rear bumper height: minimum of 20” inches to the bottom.
27. Front bumper height: Minimum 18” from ground to bottom; maximum of 26 inches to the bottom.
28. Bumpers are interchangeable if they appear to be stock. Any seam welded factory car bumpers or 3x5 square tube max, ¼ thick. Point not to exceed 8” from where the bumper attached to the frame and must span over 32 inches.
29. Bumpers may be welded to the bumper mounts or frames no more the 8” back on the frame.
30. All shock absorber bumpers must be collapsed and welded.
31. No folding or crimping on pickup boxes.
32. Five (5) on Five (5) off on body seams.
33. Tires must be stock sized.
34. Slider drive shaft will be allowed.

### **CHAIN AND GO - 1/2 TON FARM TRUCK CLASS PREPARATION:**

1. Follow all driver entry and General regulations.
2. No Pre 1975 pickups or Ford super duty's- (99 and newer Ford F250 or F350's)
3. Only Rear wheel drive trucks will be allowed.
4. Half-ton trucks only. Six (6) hole hub max
5. All glass and chrome must be removed before entering.
6. Absolutely NO frame reinforcement, stuffing, filling, or welding.
7. No painting or undercoating the frame.
8. Reinforcing will be permitted for driver's safety and for fuel tank protection. Full driver's cages are allowed; cages should be fastened to the floor, not the frame. NO kickers to the frame.
9. If running a roll bar, it cannot go past the front of the rear tires and must be bolted in with the box bolts!!!!
10. If any reinforcing is found, you will be disqualified.
- 10-1: Pre-ran trucks are allowed four plates on proven bend.
11. Plates on the outside of the frame only- ¼ inch thick by 6 inches long (6x6) max. Must have 1 inch hole in plate to show the thickness.
12. All hoods must be open or removed for inspection. All hoods must have 18” minimum opening for inspection and fire safety.
13. No Under hood bracing is permitted.
14. All hoods must be secured with up to four (4) chains or bolts.
15. Max bolt size is ¾ inch.
16. You are allowed 2 bolts over factory mounts in box and cab which can be welded to but not through the frame.
17. When you cut a hole in the cab/box for fuel line, make sure the lines are well protected. Use pipe or similar to protect the line. DO NOT run the line through the back window.
18. Suspension must appear as factory components (stock suspension)
19. No welding of shocks, shackles, or any other moveable rear suspension parts.
20. All leaf suspension must stagger as factory leafs. (no double leafs). DO NOT weld leafs together.
21. Bottom of bumper cannot be any higher- than 22 inches from the bottom of the frame. Bumpers may be welded and or chained to the truck to prevent them from falling off. Mounting cannot exceed more than 8 inches back from the bumper or it WILL be cut. No homemade V-bumpers. All bumpers must have skin. Any seam welding factory car bumpers will be allowed or 1 tube not to exceed 3x5 by ¼ thick.
22. No folding or rolling of the box will be permitted.
23. Chains only on passenger door. Driver's door may be welded solid.
24. Chain or bolt tailgates with up to six (6) chains or bolts.

25. Up to four (4) chains are permitted on the doors
26. Tires must be stock size.
27. Slide drive shafts will be permitted.

### **1980's AND NEW CLASS PREPARATION**

1. Follow all driver entry and general regulations.
2. Only cars dating from 1980 and newer will be allowed.
3. Absolutely NO frame reinforcing, stuffing, filling, or welding.
4. No painting or undercoating of the frame or sub-frame.
5. The only welding allowed will be for driver's door protection, bumper and differential.
6. No changing of the suspension will be permitted.
7. Slider drive shafts will be allowed.
8. Full driver's cages are allowed; cages should be fastened to the floor, not to the frame.
9. Any air-filled tires are allowed.
10. The truck can be reinforced with two (2) chains. Kinking the trunk is permitted.
11. Two (2) chains will be allowed per door.
12. Six (6) chains or bolts will be allowed on the hood. Front hood chain should go around the bumper.  $\frac{3}{4}$ " max.
13. Two (2) threaded rods may be used in the front through the stock mount, nutted under the stock mount. These two (2) may be sucked tight (ONLY these 2!!!!)
14. Lower engine cradle allowed.
15. The rear axle may be chained with two (2) chains.
16. Bumper shocks may be collapsed. All hoods must be open or removed for inspection.
17. All hoods must have 18" minimum opening for inspection and fire safety.
18. No pulling body mounts. Must have spacer, not to exceed 2" (hockey pucks allowed) Two (2) extra will be allowed in the driver's compartment.
19. Valve stem protectors are permitted.
20. The addition of metal is STRICTLY prohibited.
21. Pre-ran cars are allowed four (4) plates- two (2) per side. Maximum plate size is 5x5 inches with a 1 inch gape including welding between them. Plates may be no more the  $\frac{1}{4}$  inch thick, on proven bend only. Plate must have a 1 inch hole to see thickness.
22. Any factory car bumper is allowed, or a square 3x5 inch tube allowed with  $\frac{1}{4}$  inch

### **GUT AND GO STOCK CLASS**

These rules are very specific for a reason. You should not need to call asking a lot of questions for this class. If it does not say you can do it, you CANNOT do it! This is an easy and quick build for fun and to please the crowd.

This class was created for drivers to have some fun and for the fans to see some mayhem. If you come with a vehicle that is built any more than listed below you will NOT run!

1. Any 1980 and newer 2-wheel drive compact/midsize car/ minivan/ mini-/truck/ mid-sized SUV allowed.
2. All vehicles must be stripped of all plastic, glass, headlights/taillights, and anything else (such as trim) that can fall off onto the track during the event.
3. All vehicles MUST remain completely stock! ABSOLUTELY NO WELDING ANYWHERE!!!
4. Bumpers must remain stock, do NOT alter the bumper in any way. Factory bumper shocks must remain in the factory location. You may remove the rear bumpers and shocks. No welding to bumpers at all!
5. Batteries must be removed from the factory position and secured inside the passenger compartment. Make sure they will NOT move. This is for everyone's safety.
6. The gas/fuel tank must be moved to the inside of the vehicle with the rear seat area preferred. You may use the factory tank or an aftermarket tank. Make sure they are strapped or secured well! This is also a major safety issue.

7. All doors may be wired or chained in 4 places maximum. Not to frame in any place.
8. Trunks, hoods, and tailgates all may be wired or chained in up to 4 places total. No more. Sheet metal to sheet metal only! No chains or wires to frames or to bumpers. If you remove your trunk lid or tailgate you lose the wires or chains that would secure that opening.
9. A rear seat bar may be added. It may be welded to door posts. If you need to add additional metal to get it back far enough for the seat clearance (e.g. taller drivers) please call for permission. This is to stop the sides coming in on the driver and fuel tank, not to make the car harder!
10. Driver's door only may have a plate or bar welded to the inside or outside of the door. Again, driver safety only!
11. DOT tires only!!! Stock wheels only. Remove all wheel weights. Only tubes and air inside your tires! No heavy ply or LT tires, passenger highway tires only!!!
12. No drivetrain mods at all! Including special or aftermarket driveshafts, motor mounts, etc. NOTHING! This is purely factory components that came on your vehicle!

### **BUILDERS COMPACT CAR CLASS PREPARATION**

1. Follow all driver entry and general regulations.
2. Bumper-point not to exceed 8" to spread over 32" measured from where bumper attaches to the frame
3. Anything else goes

### **OLD IRON CLASS**

1. ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN.
2. Any American made car can run with the exception of no 4x4's, ambulances, hearses, trucks, or limousines
3. Cars may be fresh builds, or pre-rans.
4. All cars will be allowed six (6) - 6" x 6 x 1/8" fix it plates, These plates are allowed anywhere on the frame and cannot touch any part of the drive train (motor, cradle, tranny, rear end). Plates may be manipulated but must remain in one piece. You will also be allowed eight (8) spots of #9 wire (3 loops per spot).
5. All drivers must sign the driver's paperwork, or they will not drive in the event.
6. Drivers must wear seatbelt and helmet. A fire suit/jacket is highly recommended.
7. All Drivers MUST attend the drivers meeting.
8. No hot rodding in the pits, keep it at an idle. This will be the quickest way to get DISQUALIFIED.
9. You are given 1 minute to make an aggressive hit. After 1 minute, that particular car will be disqualified. You are only given one minute total, not one minute to get started and another to make an aggressive hit. Whether you are aggressive or not is at the sole discretion of the officials. If the derby gets stopped, the minute resets.
10. No drivers are allowed alcohol. If you are wearing a driver's wristband and drinking any form of Alcohol, you will be DISQUALIFIED.
11. Cars will be re-inspected before any prize money is paid out. Cars will be re-inspected by our staff only. Everyone else must stay back until car is deemed legal.
12. Any complaints a driver has about another car prior to the first heat must be addressed during the driver In specifics. If nothing is said, we do not want to hear about it after the show!
13. Any questions contact Casey at 218-234-0927 (text preferred).. If a phone call or these rules do not say you can do it, then DON'T do it! We can not stress this enough.
14. Judges' decisions are FINAL!! IF THE RULES DO NOT SAY YOU CAN DO IT, THEN YOU CAN'T !!!!

### **CAR PREPARATION**

1. No fresh paint or undercoating on the frame at all. No buffing or grinding frames or bodies except where Welding is specifically allowed in these rules.
2. All cars must be stock, unless modification is in the rules.
3. All glass, plastic, chrome, door handles, and interior must be removed from the car prior to arrival at the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to the passenger front floorboard. They must be properly secured and covered. Boxes

Can only be attached to either the floor or the cage, NOT BOTH.

6. You must have a number in bright colors on each front door and a 15" x 15" sign on the roof of your car with Your number for judging and recognition of your car. Roof sign can not be used to strengthen the car.
7. All cars must have working brakes. If the car can not exhibit the ability to stop, it will not be inspected.
8. NO Welding other than what is mentioned in this set of rules. If your car is found with any weld other than What is allowed, and you refuse to fix it to the judges satisfaction, you and your call will not run!!

## **BUMPERS**

1. Bumpers may be loaded. May use an Aftermarket replica bumper or a bumper approved by Casey (derby committee) Do not abuse this rule.
2. You may hard nose your bumper right to the frame. Wagons must leave bumper in factory position in the rear.
3. If using factory shocks and brackets they may not extend past 10" from your bumper. They may be welded solid to frame. All brackets and shocks must touch the bumper.
4. If you choose not to use factory shocks or brackets, you use (2) 10 Inch 2x2 square tube mounted on frame, 1 per side. You use (2) 4x10 inch bumper straps on one side of the frame only. 1 per frame rail, 2 straps total. Square tubing and bumper straps must touch bumper and may not exceed 10" from your bumper. Can only weld 10 inches back from bumper to the frame. This covers shocks / bumper straps. May cap the frame to mount your bumper.
5. NO WELDING or Bolting Further than 10\* FROM BACK OF BUMPERS FRONT OR REAR. If you have questions about this, please call.
6. Bumpers can be no higher than 21" from the ground to the bottom of the bumper OR lower than 14" from the ground to the bottom of the bumper.

## **FRAMES/SUSPENSION**

- You are allowed to tilt frames either by cold bending at the transmission cross member OR you can cut and tilt at the crush boxes, rewelding using the factory seams with no added metal. These are the options to be used.
2. Store bought twist in spring spacers are allowed but no metal allowed above top of spring, may kick or change coil springs. Must be factory passenger car springs only.
  3. Tie rods may be OEM with factory ends and may weld the factory sleeves with no visible added metal or may use aftermarket tie rods. No homemade tie rods.
  4. Factory spindle swaps are ok- Ford to Chevy, etc..
  5. You may use factory replacement ball joints with new stock ones. No Aftermarket. No welding. No aftermarket Rings.
  6. You may change A-arms from new style to old style A-arms. Must bolt on- No welding. You can weld your A-arms down with (2) 2x2 ¼ inch straps. 2 per a-arm.
  7. No ail-thread shocks
  8. No welding, plating, or reinforcing of the frame or suspension.
  9. All factory frame holes must be left open.
  10. Any reinforcement of the frame found will result in disqualification
  11. CORE SUPPORT AND CORE SUPPORT MOUNT MUST REMAIN IN FACTORY LOCATION. You may shorten the front frame up to the front body mount, cannot remove the front body mount.
  12. Aftermarket steering columns are ok. No Hydro Steering
  13. Rear frame rails may not be shortened
  14. You may use 3/8 chain or wire from your axle to the frame hump. ONE PLACE PER SIDE. NO WELDING. This is the only thing that may hold your rear end in.
  15. NO frame shaping. May only dimple or notch out rear rails to aid in getting the rails to role/bend top only.
  16. May run doubled springs in rear. This includes coil and leaf spring cars.
  17. Leaf spring must remain 100% stock, must be the same springs that are factory for the car you are running, no swapping or rearranging.

## **ENGINE AND TRANSMISSION**

1. Any engine or transmission may be used in any car, must be mounted within 6° of the original engine. No part of the motor or motor accessories may lock in with any part of the fire wall or cage.
2. Lower engine cradle with front plate and pulley protector are allowed. Nothing can go past the middle of the block. If using a pulley protector, you MUST remove the sway bar.

3. Cradle cannot go past the center of the engine on the sides. No higher than the valve covers.
4. Factory / Aftermarket basic motor mounts and store-bought transmission mounts are allowed. Transmission Mounts must be factory dimension rubber.
5. May weld 1 inch spacer on motor mount to raise engine.
6. **HOMEMADE** gas pedals and shifters are allowed but may not reinforce the car in any way. They may **ONLY** attach to the floor of the car.
7. OEM crossmember OR 2"x2" straight piece of square tube. May weld a piece of 3"x3"x4" angle to frame to aid in attaching crossmember only to side rails. Crossmember can only be bolted if using angle iron.
8. Can run Aftermarket bellhousings or tail shafts. No aftermarket cases.

## **REAR END**

1. Any rear end allowed. If your rear end has a brace it must be 5" away from the frame.
2. Slider drive shaft is permitted.
3. You may have (5) places per side for leaf spring clamps.
4. Braced stock trailing arms are allowed. They must be a full stock trailing arm braced. No aftermarket/homemade trailing arms.
5. No leaf spring conversions
6. You may use 3/8 chain or wire from your axle around the frame / hump. **ONE PLACE PER SIDE. NO WELDING.**

## **BODY**

1. Cannot remove body from frame. No body bolts can be touched besides the ones listed below. Must have stock rubber /hockey pucks on the ones you change. 2 max.
2. May change 6 body mounts total that are already in a stock location to 1/2" all thread. All thread may only be 8 inches long. Core support all thread counts for 2 locations.
3. 2 nuts, 2 washers, 2 flat plates (3x3) to mount your body mounts in each location.
4. No body seams maybe welded or creased. No metal may be added or creased. Must remain in stock location or completely removed from car.
5. No doubling of body panels allowed. No added metal allowed.
6. Doors may be chained/wired or welded, If welded- 3" on 5" off with 3"x1/8" flat strap.
7. May cut and remove any metal out, No pounding on sheet metal, No relocating sheet metal, No body creasing. No welding on frame.
8. Rust Repair; the only rust repair will be in the interior of the passenger compartment for safety reasons only.
9. Wagons roof, pillars, and quarter panels all must stay 100% intact.

## **RADIATOR AND CORE SUPPORT**

1. Radiator must be in stock position.
2. Any automotive type of radiator can be used. Aluminum Radiators are LEGAL.
3. **DO NOT MOVE CORE SUPPORT.**
4. Factory condenser may be bolted in with (4) - 3/8 bolts.
5. Core support spacer must be no bigger than 2"x2" no longer than 6" and must be free floating. Meaning cannot be attached to anything. Should be able to slide and move when grabbed.
6. May change bolts for Core support to (1" threaded rod max). Max of 4 nuts per all thread.
7. (2) 6"x3" 1/8 flat strap with 4 pieces of 3/8 threaded rod to hold radiator in. Bolted or welded to the core support.

## **HOODS**

1. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. (8) 3/8 bolts total may be used to hold sheet metal together around cut outs in hood.
2. Hoods may be secured by the 2 pieces of all thread in the core support. May use a 3x3 washer to hold the hood down.
3. (4) LOCATIONS of 1" all-thread max attached to fender only, #9 wire, 5/16 chain or angle 2x2x2 inches long weld to top of the hood and fender with a 1/2 bolt per location. (Only if your hood is aluminum you can weld the angle to the fender under the hood and bolt through your hood.)
4. You are allowed (2) locations of #9 wire from bumper to core support.

## TRUNK

1. You may choose ONE of the following options for your (8) attachment points
  - a) (8) attachment point places of #9 wire to sheet metal only.
  - b) (8) 3/8 bolts and washers through the rain channel.
  - c) angle 2x2x2 inches long weld to top of the trunk and quarter panel with a 1/2 bolt per location.
  - d) you may weld 8- 3"x3" 1/8" flat strap to hold trunk down.
2. You may weld washers 2 1/2 O.D. Max to the sheet metal only for your #9 wire.
3. (2) Locations of 1" thread rod welded to the side of the frame 4" vertically and also continuously on each side 1(3x3) washer OD & (1) nut per threaded rod, must go through trunk lid.
4. You may have a single 90-degree bend anywhere in your trunk lid. No canoeing or dishing trunk lids.
5. NO creasing of the quarter or fenders. Meaning do not pinch the metal together. May cut out and remove as much metal as wanted or needed for tire clearance.
6. No Fender bolts.

## SAFETY CAGES

1. All cars must have a safety cage and rollover bar, the cage is meant for safety not strength. You can not use any part of the cage for reinforcement for the car. All cage material must remain 4" away from any part of the drive train. There is to be nothing attached to or coming off the cage or touching the cage at all. No added plate or steel whatsoever.
2. A 4-point cage is required. Your cage must have a dash bar that must be 4" from the firewall.
3. Your cage must have a bar behind the driver's seat.
4. You must have (2) side bars 1 per side and they cannot be longer than 60". 4" away from the wheel tub.
5. Roll over bar cannot be more than 8" behind the top of the head rest. Rollover bar cannot attach to frame. Weld or bolt it to sheet metal only. Cannot be attached to any body mounts.
6. Rollover bar can be bolted with 2x2x2" angle to the roof, no kickers coming off the cage or rollover bar.
7. The cage can be welded to sheet metal only besides down bars.
8. (4) down posts two (2) per side. Roll over bar counts as 2 if ran to the floor. Must stay behind the front inside door seam and must stay 4" ahead of the rear body mount inside the cab. Can only be welded to the top side of the frame or body, not both.
9. Cage can be made from nothing bigger than 6" material MAX.
10. All down tubes must be at or behind the dash bar, straight up and down and above the side rail.
11. Gas tank protectors 30" wide max. No higher than 4" above the tank. 4" off the floor if mounted to the cage. MUST be a 4" gap between gas tank protector/gas tank and rear package tray which cannot be altered. Gas tank mount may have a halo behind the tank no higher than 4" above the tank. Halo must be vertically straight (up and down). Meaning a 90-degree angle.
12. You may have a door plate outside of the car on drivers side only. Can only extend 3" past the door seam.
13. All down bars / bars/ rear bars and halo must be within the 60" door bars. Not in front or behind door bars.
14. Must have (2) 3x 1/4" flat strap window bars. Must bolt in. No welding, cannot re-enforce the car. Sheet metal to sheet metal only.

## TIRES

1. Any Tires and wheel combo must have a tire - cannot run just a rim. With the exception of NO split rims or studded tires. Centers and beadlocks/lip protectors allowed.

## 03 & NEWER RULES

1. 03& Newer cars will be allowed to run and must adhere to these following rules along with rest of rules.
2. May swap spindles with old style spindles from a car allowed in this class. No aftermarket fabricated spindles allowed.
3. May swap A-Arms from new style to old style. Bolt on only. No Welding.
4. Spring spacers are allowed but can be no bigger around than the spring itself. Bumper height rules still apply.
5. Must run aluminum cradle. You will be allowed to use a 6" x 6" x 12" x 1/4" angle iron to bolt on the top of the cradle using the top 2 a-arm factory bolt holes. This will be used to create a surface for you to weld your motor mounts to. These cannot attach to each other in any way.
6. Stock racks only. No aftermarket racks allowed. NLR aftermarket rack saver allowed
7. You are allowed Watts conversion kits but must run Watts brackets with stock control arms. Upper brackets must bolt to package tray. No Welding. Must be at least 1" from frame rails. Lower brackets may be welded to side of frame (not top or bottom where factory brackets are. All unused brackets must be removed. No gussets allowed on lower brackets.