

2019 Swift County Demolition Derby

GENERAL RULES FOR ALL CLASSES

PLEASE READ RULES WELL, for 2019 CHANGES HAVE BEEN MADE!

For questions call:

General, Compact (short wheelbase), Compact (large wheelbase): Tyler (320) 297-0536

2man Extreme, Chain Stock, Limited Weld: Dominic (320) 760-5648

Modified Cars, Stock Trucks, Heavy Trucks: Shane (320) 314-2769

1. Drivers must be at least 16 years of age and have a driver's license. The exception to this rule is in the Chain Class where 15-year old's can also run. Driver's ages 15, 16 and 17 must pre-register and send a **notarized** release form.
2. Driver may use a max. of two pitcrew per car, extra pitcrew \$25.00 each.
3. **Entries will be accepted up to ONE hour prior to race time. You must be in the inspection line no later than ONE hour prior to race time. Late entries will be accepted up to 30 mins prior to race time, with a \$50 penalty. Entries later than 30 mins to race time won't be accepted. No exceptions.**
4. Everyone entering the event area is required to sign their own name on the entrance waiver before entering the pits.
5. Drivers must wear seat belt and full-face helmet along with eye protection at all times while operating vehicle.
6. Drivers and pitcrew must attend the pit meeting 15 mins before race time.
7. No driver or pitcrew thought to be under the influence of alcohol or drugs will be allowed to participate, enter or remain in exhibition area. No alcohol in pit area before or during event! Violation will result in disqualification and forfeiture of entry fees.
8. No hot rodding in the pits. Keep it at an idle.
9. Fire extinguisher required in pits.
10. Drivers will have 1 minute to make a legal, metal-bending hit.
11. If your car dies you will be given 1 minute for restarts, then 30 seconds to make a hit.
12. Any open door or fire will cause disqualification for that heat.
13. **Any vehicle thought to be unsafe will be disqualified for that heat.**
14. No ElCaminos, convertibles, hearses, limos, etc. No re-stubbing frames.
15. **Sandbagging and team-driving are not tolerated, and will be strictly enforced. This is your warning.**
16. **No intentional hitting of driver's door, or you're disqualified. Don't use your door as a shield. Officials will decide if it's accidental or carelessness. If dq'ed in a heat, you may not compete in consi/feature.**
17. **We will be unhooking cars that are hung-up in the FEATURES ONLY.**
18. Any questions or controversies will be discussed at the pit meeting.
19. Only the driver may speak with any questions or controversies (no pitcrew).
20. All official's decisions are final.
21. **ALL CLASSES MAY RUN HEATS DEPENDING ON CAR COUNT, COME PREPARED.**
22. **Yelling at, use of profanity toward, or interrupting an official will result in you being escorted from the event area. This includes your pitcrew. Your entry fees/winnings will be forfeited and it will be the officials call if you're allowed to compete next year.**

GENERAL DEMO UNIT PREPARATION FOR ALL CLASSES

THESE ARE THE 2019 SWIFT COUNTY DEMO DERBY RULES. THERE WILL BE NO FURTHER AMENDMENTS OR ADDITIONS TO THESE RULES VIA SOCIAL MEDIA, WORD OF MOUTH, ETC. All rules are at official's discretion. Because we offer such a variety of classes, some general rules are overlapped in the class-specific rules. To make the rules as simple as possible: 1.) Class-specific rules trump the general rules. 2.) If it's not addressed in your class-specific rules, the general rules are to be followed. 3.) If it isn't addressed anywhere in the rules, assume that you can't do it. Any questions, please call first.

BODY, FRAME, WHEELS

1. No welding anywhere other than allowed in the rules.
2. No added weight to the vehicle. No plating, pinning, buffing, grinding, or packing any part of the car.
3. **No painting, undercoating, added grease/oil on frame. You will not even be inspected.**
4. Absolutely no frame or body alteration or reinforcement of any kind, other than allowed in the rules.
5. All outside hardware (door handles, chrome, moldings, mirrors, etc.) must be removed. All glass must be removed completely, none in bottom of doors.
6. You must have at least a 15"X15" roof sign with your number on it, and on both doors. Roof sign cannot be attached to halo. One sign per car except 2-man extreme.
7. All trailer hitches and braces must be removed.
8. Wheel centers allowed. Trucks using split rims must add at least eight 1" welds to ring. No bead-locks or screws through the rim.
9. Wheel weights must be removed so they don't fly off.
10. Tires must be filled with air only. No solid or studded tires. Valve stem protectors allowed.
11. You may tuck/prebend/notch/sedagon the rear of your car. Must remain safe.
12. No added bolts, screws, or body mounts, other than allowed in rules.
13. Body mounts may be removed, and replaced with no larger than 3/4" dia. 6" long with 4" max. washers. 1" space must be between body and frame.
14. Interior body seams and window openings may be welded in all classes except chain stock/two-man extreme. No added metal.
15. Body panel shaping allowed in all classes except chain stock/two man extreme. Trunks must be a minimum of 6" from floor pan. Panels may not be doubled over and welded.
16. Body and frame rust patching is allowed, at official's discretion. Call first and take pictures. You must leave the rusted panel intact, so it can be seen with a scope. The repair panel must be no thicker than the panel being repaired. Leave a spot unwelded to show thickness. May go 2" past the damage. **Don't abuse this rule, or you'll cut!** Call with questions.
17. Frame patching is allowed only on bent cars that **need** it (official's discretion). A max of 8 patches total for entire car. Patches may not be overlapped. No bigger than 4"x4", no thicker than the original frame rail. **Must be able to prove bend.** Leave a spot un-welded to prove thickness.
18. Drivers door may be welded solid. May be reinforced, but no further than 6" beyond the door seams.

19. All other doors must be secured shut in the way allowed per class.
20. You may bolt inner and outer fenders together. Max. of 5 bolts per fender.
21. You may add up to 16 bolts or self-tapping screws to the hood and trunk. Max. of 3/8" bolts with 1" washers.
22. Must have holes in hood for fires.
23. Must be able to see inside of trunk.
24. Must be able to open hood for inspection.

WINDOWS

1. Windshield MUST have two straps, bars, or chains from the roof to the cowl to protect driver. Can only overlap cowl and roof 3". Must be 3" from any cradle, brace, cage material or crossover piece to tie two together if running a DP.
2. Window grate allowed on driver side only.
3. Cars with no posts may weld a 4" wide, 1/4" thick strap from roof to door.

4. One rear window bar is allowed in all classes except chain stock and 2 man extreme. Max. of one 3"x 3/8" flat or C-channel or 2"x2"x1/4" tubing. 6"x6" max. endplates. Must be 12" from any cage component. (Halo, tank protector, etc.) Must be vertical, no more than 6" onto trunk lid. Not allowed on hatchbacks or wagons.

POWERTRAIN

1. Any powertrain may be used in any car, but the motor MUST be within 2" of the original motor. NO SETTING BACK OR RELOCATING MOTOR!!
2. Home-made driveshaft's allowed.
3. Motor mounts may be chained or welded, but must not reinforce frame in any way.
4. You may use headers and floor shifters.
5. Differentials may be welded for posi.
6. Must have at least 2 working brakes.
7. You must have an air cleaner on at all times.
8. Radiator and fan may be removed, but not relocated to another part of the car. May use electric fans. No adding to the cooling system in any way. No home-made radiators or radi-barrels except where allowed in class-specific rules.
9. Mid-plates, distributor protectors, carb protectors, and steel bellhousings/steel tailshafts are allowed in the Heavy truck, and Full-Size MOD classes.

SUSPENSION

1. Suspensions must be completely original, other than allowed in the class rules.
2. No coil-over shocks, no altering shocks in any way.
3. Max. of 4 leaf spring clamps total per side (including factory clamps). 4"x4", 1/4" thick max.
4. You may chain rear-end humps with one loop of 3/8" max. chain per side.
5. Coil springs may be chained or wired in place.

BUMPERS AND BUMPER BRACKETS

1. Bumpers and bumper shocks must remain completely stock, other than allowed in rules.
2. **Heavy Trucks, Full-Size Mod, and Limited Weld** may stuff bumpers, or be homemade from a straight piece of 8"x8" max with a 4" point spread over 32". Don't abuse this rule, call with questions.
3. Classes that aren't allowed to stuff bumpers must have a 2" inspection hole in ends.
4. Two bumper shocks or brackets for the front, two for the rear. (No doubled brackets)

5. Minimum rear bumper height for all classes including trucks is 16" to the bottom if quarter panels/box sides are vertical, and 22" to the bottom if the quarter panels/box sides are not vertical. Maximum height is 30" to the top.

INSIDE OF CAR

1. Driver's seat must be securely mounted to the floor. If you're using bolts, they may not go through the frame.
2. May use home-made steering columns.
3. Transmission coolers allowed up to a reasonable size. If not left in stock location, they must be secured safely inside a container in the passenger compartment of the car. Must use transmission cooler hose or hydraulic hose (no fuel or low-pressure hose).
4. All flammable materials, except what's needed for driver's safety, must be removed.
5. Batteries must be relocated to pass. floor. They must be mounted and covered securely. Max. of two batteries.
6. Holes in the firewall must be covered well.
7. Spreader bars must be no larger than 6" diameter. 8"x8" max endplates. One in dash, one behind driver's seat- no further than 18" behind driver seat. Dash bar must be at least 8" away from engine and transmission components. Cage must be 3" min. from transmission tunnel. May connect the two, to form a 4-point cage. May use 4 down bars to SHEETMETAL ONLY, NOT FRAME. Must be vertical, not angled. Must remain within front door seams.
8. Halo bars allowed and recommended. May not be angled backward, no kickers allowed, and attached to the spreader bars only. MUST NOT ATTACH TO FRAME!
9. Gas tank protectors allowed must be welded to the back of the spreader bar only, 6" max. pipe/tubing must be free floating and 3" min. from floor and 3" from back seat metal, max, size 24"x24"x6".

FUEL SYSTEM:

1. Fuel tank must be located in back seat area.
2. **Must be very securely mounted and covered.**
3. No plastic fuel tanks allowed. Boat tanks or well-made fuel cells only. No relocating original tanks to inside of car. No fuel tanks larger than 10 gal.
4. Original fuel tanks must be removed.
5. Fuel lines must run inside of car, not under or along frame.
6. Fuel lines must be secure, and kept away from sharp/hot areas.
7. High-pressure fuel-injected cars must use adequate fuel line for the pressure.
8. **Electric fuel-pump vehicles must have an emergency shut-off that is easy to locate in case of fire. Use fluorescent tape or paint.**

CLASS-SPECIFIC RULES:

Limited Weld Class- Any standard passenger car, no '73 and older Imperials or Imp. sub frames. No '69 and older Continentals or Thunderbirds. No '03 and newer Fords, '98-'02 Fords may use bolt-in only upper brackets and stock FoMoCo lowers, lower brackets only may be welded to frame MUST NOT REINFORCE FRAME. No added metal. Old brackets must be completely removed. May not weld any holes shut. Call with questions. Y-framers may not plate, only pinch and weld frame together, and use bumper shocks. Buick, Olds, and Pontiacs may fill the large hole in frame behind core support. This must be a butt-fit one pass weld only. K-frames may be welded with two 3" long beads per frame rail (Four welds totaling 12" for

entire K-frame)

1. ALL GENERAL RULES APPLY, WITH THESE EXCEPTIONS.
2. You may weld, chain, bolt, or wire the doors and trunk shut.
3. Door and trunk seams may be welded, 3" wide by 1/8" thick material. 5" max. weld, 5" min. gaps. Exterior door seams only. NO SOLID WELDING!
4. The ONLY welding allowed on the frame is not more than a 3/8" wide bead on the top seam only, firewall forward. Do not weld the bottom seam. Ford products may cut tab on side of frame, tilt and re-weld with a single 3/8 pass, no pie cuts and re-welding!
5. No welding inner and outer fenders together, inner fenders to frame, no adding extra bolts to inner fenders etc. No shaping or moving firewall.
6. Hood may be bolted, wired, or chained shut only. Max of six 1" hood pins and 6" max. washers. 2 at core support may go through the frame vertically not angled and other 4-12" max length attached to sheet metal only. 5" long 2"x2" angle can be used in place of a hood pin.
7. Trunk may use up to four 1" trunk pins with 4" max washers. May be welded in place. Only two may go to frame. May also be welded shut also, 5" on, 5" off.
8. Maximum of 9 leafs per side. Must be factory thickness and have factory step-down.
9. Coil springs may be interchanged.
10. Factory tie rods may be reinforced. Factory ends only.
11. Hybrid diffs. and 3/4 ton diffs allowed. Control arms may be reinforced, must start with stock set, cannot be homemade or aftermarket.
12. Bumpers, bumper shocks, and brackets may be welded and/or bolted to the car. Bumpers may be seam welded and stuffed, Front bumper brackets can be 3/8x4" flat strap butted to bumper and ran to the front of the a-frame, no further or you will cut. Rear bumper/bracket must be an automotive style.
13. Front suspension may be welded with two 2" straps, may not strengthen frame. **OEM Spindles ONLY!** No custom made! (Joker, Ski or similar).
14. You may wire windows in 2 places per window opening. Must remain within that window. Wire may go to the frame or floor in no more than 6 places. Must go around frame not trans cross member. Washers may be welded in place to support the wire, 2" max. Welded to sheet metal only, not frame.
15. Steel ultra-bells and steel tail shafts cannot be welded or attached to body or trans tunnel.
16. Tranny braces can attach to the cross member with either one 3/4" bolt or two 1/2" bolts. If not using an automotive cross member you're allowed to use 2- 5" pieces of 2x2" angle on the frame and a piece of **straight** 2"x2"x1/4" tubing (tubing must be attached to in the center of the angle iron) with a 6"x6" plate in the center to attach tranny, no welding trans brace to cross member!
17. Core support spacers can be 2"x2" tube 8" max length can be welded in using factory hole. 1/4" or smaller expanded metal can be put in front of the radiator attached to sheet metal only in 4 places with 4 bolts with 1" max washers or may have 4-2"x1/4" flat strap attached to sheet metal only, 2-vertical and 2-horizontal.
18. DPs cannot be wider than 12". Must be 3" min gap between windshield bar and DP. DP cannot be used to reinforce car; firewall must be cut to allow DP to cleanly pass through.

Full-Size MOD/Builders Class- Any standard passenger car, Imperials and Imp. subframes allowed, but may not be plated. May only weld frame seams firewall forward. '03 and up Fords may swap front suspension. **You may plate your frame from the firewall forward with 1/4" max. thickness plate. (Top, bottom, and sides). Plates must stay tight against original frame (not overhang for more mass). Must have at least 2 holes 2" dia. for inspection per side. One in front of a-arms, one within 12" ahead of firewall. No other plating allowed anywhere on car. No stuffing any part of the car.**

1. ALL GENERAL RULES APPLY, WITH THESE EXCEPTIONS.

2. You may weld, chain, or wire the doors and trunk shut (pick only one).
3. Door and trunk seams may be welded solid 3" max width material.
4. May add two down-bars from the front spreader bar to top of frame. 3"x3" max. no further forward than rear of a-arms.
5. Hood may be bolted, wired, or chained shut only. Max of six 1" ready rod and 6" max. washers. May be welded in place. Only four may go to frame.
6. You may add two body mounts, no larger than 3/4" dia. 8" long 4" max. washers.
7. Trunk may use up to four 1" ready rod with 4" max washers. May be welded in place. Only two may go to frame. May also be welded shut, 3-inch material
8. Transmission coolers allowed up to a reasonable size. If not left in stock location, they must be secured safely inside a container in the passenger compartment of the car. Must use transmission cooler hose (no fuel or low-pressure hose).
9. Maximum of 12 leafs per side. Must be factory thickness and have factory step-down.
10. Rear leaf spring conversions allowed.
11. Coil-sprung cars ONLY may add one 4"x32"x1/4" plate per frame rail in the rear.
12. Soft-tail GM's may box the open C with 3/16" max. flat steel.
13. Tie rods may be reinforced aftermarket tie rods are allowed.
14. A-arms may have two 2" straps per side welded to make front suspension solid. Aftermarket spindles are allowed.
15. Differential bracing/hybrid diffs. and 8 lug rear-ends allowed.
16. Bumpers, bumper shocks, and brackets may be welded and/or bolted to the car. A maximum of one 4"x12"x1/4" strap per side may be welded from bumper to frame. Can't be angled to form kicker.
17. You may wire windows in 3 places per window opening. Must remain within that window. Wire may go from a window to the frame in no more than 8 places. Washers may be welded in place to support the wire, 2" max. Welded to sheet metal only, not frame.

Compact (short wheelbase)- May be up to 105.5" factory wheel base. 6 cylinder and less only. Leave VIN tag intact, to verify wheelbase.

1. ALL GENERAL RULES APPLY, WITH THESE EXCEPTIONS.
2. All parts must be of compact origin, except bumpers and rims.
3. Full-size bumpers allowed, may be seam welded. No stuffing, must have inspection holes for scope. Must be trimmed to fit.
4. Any compact car bumper shock is allowed. If you don't use a bumper shock, you may use a 2"x2"x8" max. square or round pipe. May be welded to uni-body only, not k-frame/subframe. Call with questions.
5. You may wire windows in 3 places per window opening. Must remain within that window. Wire may go from a window to the frame in no more than 4 places. Washers may be welded in place to support the wire, 2" max. Welded to sheet metal only, not frame.
6. Maximum of 5 leafs per side. Must be factory thickness and have factory step-down.
7. Compact differentials only. No differential bracing.
8. Aftermarket engine cradles allowed, no "extreme" setups. Call with questions.
9. Distributor protectors, carb protectors, and trans. bracing is NOT allowed. Valve cover, fuel pump protectors, etc. are allowed, but cannot strengthen car. Call with questions.
10. Tie rod ends may be reinforced, but must start with originals (not home-made). A-arms may be bolted or welded with two 2" straps.
11. Frame and body seams may be seam welded, single pass only no added metal.
12. K-frames/subframes may not be welded to uni-body.

13. Door and trunk seams may be chained, wired, bolted, or welded shut, 5" max. weld, 5" min. gaps.
14. Hood may be chained, wired, or bolted shut (pick only one). Max of four 1" hood pins with 6" max. washers. Only two may go to frame. They may be welded in place.
15. Trunk may use up to four 1" ready rod with 4" max washers. Only two may go to frame. They may be welded in place. May also be welded shut also, 5" on, 5" off.

Chain Stock 80s and Newer- Must be 1978 or newer GM vehicles and 1981 or newer Ford or Chrysler vehicles. No '98 and newer Fords. Leave VIN tag intact, to verify year.

1. ALL GENERAL RULES APPLY, WITH THESE EXCEPTIONS.
2. THIS IS THE "PURE STOCK CLASS"
3. No old iron parts of any sort allowed except rear-ends and bumpers.
4. No sedagons.
5. **No tilting/tipping/pitching/pre-bending front frames. Body must have no added space between core support or crush box to frame. If the factory geometry is altered, it stays on the trailer. Pre-rans are at official's discretion. Call first.**
6. You may chain your doors, trunk, and hood shut. NO WELD OR WIRE.
7. Max. of 3 chains per door, 4 chains for hood, and 4 chains for trunk.
8. No hood or trunk pins allowed.
9. No wiring of windows or doors.
10. Bumpers may be welded to the bumper shocks; bumper shocks may be welded solid. No added metal. Bumper shock must be factory OEM for the car. May weld bumper shock to frame within the first 1" of frame ONLY. **Total of 4" max single-pass weld. Any more will be completely removed with a torch. No filler material. Don't abuse this rule. CALL WITH QUESTIONS!**
11. Old iron and 80s bumpers may be interchanged. NO SEAM WELDING or STUFFING.
12. Front suspension may be bolted with one 3/8 bolt per side or one piece 2"by 3"by 1/8"thick metal per side.
13. Engine cradles allowed, no "extreme" setups. Can't reinforce the car! No DP's, tranny protectors, pulley protectors or any other protectors or reinforcement of any kind. Carb protectors must be at least 3" from firewall.
14. Old iron rear-ends are allowed, no bracing or multi-brackets. Stock brackets only. 5 lug max.
15. Body mounts can be replaced with 3/4" bolts or smaller. Washers can be no larger than 3"x1/4" thick and cannot be welded in place. Must have at least 1" spacer between frame and body.

Compact (large wheelbase)/Midsize- May be up to 111" for FWD cars, 107" for RWD cars. 6 cylinder and less only, no V8s. Leave VIN tag intact to verify wheel base.

1. ALL GENERAL RULES APPLY, WITH THESE EXCEPTIONS
2. All parts must be of compact origin, except bumpers and rims.
3. Door and trunk seams may be chained, wired, or welded shut, 5" max weld, 5" min gap, 3" wide material max. 5 - 3/8 bolts are allowed in the drip rail.
4. Frame and body seams may be welded, single pass only, no added metal.
5. K-frames may be welded to uni-body, no added material. DO NOT seam weld the K-frame!
6. Factory tie rods may be reinforced, no homemade, must start with originals.
7. A-arms may be bolted or welded with two 2" by 3" straps per side. Struts may be welded solid. May not reinforce frame. Call with questions.
8. Aftermarket engine cradles allowed, no "extreme" setups. Call with questions.
9. Distributor protectors, carb protectors, trans brace, valve cover protectors, fuel pump protectors, etc., are allowed, but CANNOT strengthen car or come into contact with any cage component at any time

before, during, after the event. Call with questions.

10. Compact differentials only. Max of 5 leafs per side. Must be factory thickness and have factory step down. No leaf conversions.

11. Full size bumpers allowed, may be seam welded and stuffed. Must contour factory bumper. Must be trimmed to width of the car. No homemade or aftermarket bumpers.

12. If you don't use or have factory bumper shock, you may use a 3 1/2"x3 1/2" square or round pipe, by 12" long max, as a bumper shock. Pick one (factory or pipe). Non factory shocks must have inspection hole for scope. Call with questions.

13. Hood may be chained, wired, or bolted shut (pick only one). MAX of six 1" hood pins with 6" max washers. Only two may go to frame. They may be welded in place. Max length of 12" other than two going to frame.

14. Trunk may use up to four- 3/4" ready rod with 4" max washers. May go to the frame and be welded in place.

15. May wire windows in 3 places per window opening. Must remain within that window. Wire may go from window to the frame in no more than 4 places. Washers may be welded in place to support wire, 2" max., welded to sheet metal only, NOT the frame.

16. Back window bar is allowed. 2"x2" max pipe, with 6" x6" attachment plates. Plates may bolted or welded to roof (flush with window opening) and centered on trunk/speaker deck seam. Call with questions.

17. FWD cars may use solid tires on the rear. NO solid tires on drive axle.

Stock Trucks- 1973 and newer trucks only. No older cabs, boxes, or frames allowed. 4x4 or 2wd allowed, 4x4's must have front driveshaft removed. 1/2 and 3/4 ton Pickups. Suburban's, Expeditions, Blazers, Broncos, Excursions allowed. No 1 tons or larger trucks.

NO WELDING ON THE FRAME BESIDES WHAT IS STATED IN THE RULES. **NO FRAME CAPPING, PLATING, OR PINNING**

1. ALL GENERAL RULES APPLY, WITH THESE EXCEPTIONS.

2. You may weld, chain, or wire the doors and tailgate shut (pick only one)

3. Only the exterior seams may be welded, 5" max. weld, 5" min. gaps. 3" wide material

4. Box and cab may be welded together, 5" weld, 5" gaps, 3" material

5. Tailgate may be welded 5" weld, 5" gaps, 3" material on vertical exterior seams. May also use 24 inches MAX of 2" by 2" by 1/4" thick angle to weld tailgate to box floor. Angle cannot attach to body bolts or washers.

6. **BODY BOLTS:** If factory bolts and rubber bushings are left in factory location, may add up to 8 bolts in box and 4 bolts in cab. If factory bolts removed, may only have 8 bolts in box and 4 bolts in cab. Max 3/4" threaded rod. Bolts may be welded to outside of frame, Max of 4" welded to frame, or bolted thru top of frame only. No pipe may be used to run bolt thru. 5 inch max washers, may not be welded in place.

7. 4-point cage allowed in cab, may not extend into box. 2 down bars allowed to sheet metal only off driver and passenger door bars, not bigger than 3-inch tubing. Not connected to body bolt washers.

Rollover bar REQUIRED for truck classes. Make it safe, but cannot extend past rear axle. Officials discretion.

8. Hood may be bolted, wired, or chained shut. Max. of six 1" ready rods with 6" max. washers. Only 2 at core support may go to the frame. Other 4 bolts not to exceed 12" long and be attached to sheet metal only. May use 5-inch-long, 2"x2" angle in place of hood pins.

9. NO MIDPLATES, No DPs unless firewall is cut to allow DP to pass thru. Engine cradles and transmission braces allowed but may not be attached together. Original trans cross member can be replaced with 2"x2"x1/4" tubing. NO extra cross members, brackets, or braces.

10. Transmission coolers allowed up to a reasonable size. If not left in stock location, they must be secured safely inside a container in the passenger compartment of the truck. Must use transmission cooler hose (no fuel or low-pressure hose).
11. Steering column can be altered, steering box to wheel. Tie rods may be reinforced.
12. Front suspension may be made solid, but must not reinforce the frame. No leaf conversions on front axle.
13. Max of 8 leafs per side. Must be factory thickness and step down. Factory leaf spring perches may be welded or bolted to frame. NO HOMEMADE PERCHES. Max of 4 leaf spring clamps per side.
14. NO BRACED REARENDS. ½ ton trucks can swap to ¾ ton rear-end. May add 2 chains from frame to rear axle, no bigger than 3/8 chain.
15. Front bumpers can be swapped to factory car bumpers. Bumpers may be SEAM WELDED AND STUFFED. Everything must remain inside bumper. No homemade bumpers or "look like factory" aftermarket bumpers. If decide not to use car bumper, a 6 inch square or round tube, 6 ft. long by 3/8" thick, may be used with factory truck bumper skin welded to it. Must remain flat. No stuffing/pinning inside, leave end open for inspection. Max of 4" x 8" x 3/8" thick flat plate may be used as a bumper bracket.
16. Rear bumper may be stock truck bumper or a 6 inch square or round tube 3/8 inch thick. May not extend past box sides. No stuffing/pinning inside of the tube. If rear bumpers are not used, cap the frame rails with no bigger than 4"x 3/8" plate steel. Not to exceed beyond frame rails. Tailgate may be lowered to cover rear rails if no bumper is used but must remain vertical.
17. Bumper height front and back, 30 inch max and 22 inch minimum, measured at **TOP**
18. Frame patching is allowed only on pre-ran trucks that need it (official's discretion). A max of 8 patches total for entire truck. No bigger than 5"x5", no thicker ¼ "material. Patches may not overlap or touch. Cannot be welded in a manner that boxes the frame. Must be able to prove bend. Leave a spot un-welded to prove thickness.
19. Pre-run trucks may NOT re-stub frames.
20. No home-made radiators/radi-barrels or added metal to core support.

Heavy Truck/Mod- 4x4 or 2wd trucks allowed, 4x4's must have front driveshaft removed. No suburban's, Broncos, or Blazers allowed. No grain truck frames.

ALL GENERAL RULES APPLY, WITH THESE EXCEPTIONS.

1. Front frames may be capped/boxed firewall forward.
2. Doors may be welded solid with 4" wide by ¼" thick strap. Tailgates must be welded shut. May use 3"x3"x 1/4" thick angle iron or 4"x 1/4" thick flat steel. May weld straps to bumper.
3. May use up to 8 additional bolts to hold box to frame 3/4" max. bolts, 6" max washers. No pipe may be used to run the bolt through.
4. Hood may be bolted, wired, or chained shut. Max. of six 1" ready rods with 6" max. washers. Max. of 4 may go to the frame.
5. May use up to 4 additional bolts to hold cab to frame. 3/4" max. bolts, 6" max washers. No pipe may be used to run the bolt through.
6. May weld box to cab with no more than a 4" wide, 1/4" thick plate.
7. Maximum of 12 leafs per side in the rear, 9 per side in the front. 2" min. step-down. Max. of 6 spring clamps per side. Pre-loading allowed.
8. Engine must remain within 6" of original.
9. Tie-rod ends and a-arms may be reinforced.
10. May use kicker bars from bumper ends to frame. Front only. NO larger than 3"x3", 1/4" max. thickness. No further than 12" beyond back of bumper. May use bumper shock for this, as long as it's no larger than

these dimensions. Must have a 1.5" inspection hole in the side.

11. Differentials must be 3/4 or 1-ton, 8 lug max. Differential bracing allowed, but must not attach to anything other than differential itself. Cannot be incorporated with suspension parts.

12. Mid-plates allowed, but may not reinforce the frame. If no mid-plate is used, you may use a 4" wide, 1/4" thick strap from front of the engine to the frame on both sides of engine. May not use both a mid-plate and straps.

13. Radiator core support may use 2 kickers. 2"x2"x1/4" thick max. No longer than 2 feet total length.

14. **UN-PRESSURIZED** radi-barrels allowed, in stock location. No radi-barrels mounted in cab or box. Must be vented downward. Must be safe. If not using a radi-barrel, you may bolt a 3/8" max. thick plate in front of radiator. May not do both. Neither of these may be welded in place. Bolted only, with 1/2" bolts, 2" washers to the core support. 2 bolts may attach to frame, 1/2" max. bolt, with 3" max. washer. Nothing welded to frame or core support.

15. Frame patching is allowed only on pre-ran trucks that NEED it (official's discretion). 10" per side= 20" total for entire truck. 1/4" max. thickness. No taller than the side of frame rail (must not wrap around top or bottom of frame). Leave a spot un-welded to prove thickness.

16. Pre-rans may re-stub the front frame with a 2" overlap, but must be done with same Year range/Make/Model of frame. If you re-stub your frame, it is considered fresh and may not be patched or plated anywhere.

17. Bumper height 30" max and 22" minimum measured at top.

18. Front suspension can be made solid, but no frame reinforcement. Aftermarket, custom, or reinforced factory tie rods allowed.

19. Roll over bar required. Do not extend past rear axle. 4-point cage with 2 down bars allowed off driver and passenger door bars. 3" tubing max for down bars. Make it safe.

20. Tranny cooler rules same as stock trucks.

2 people Extreme 80s and Newer

2 drivers will be in the car. 1 in the driver's seat and 1 in the passenger seat. The driver will have the steering column and passenger will run the gas and brake pedal. The shifter can be run by either driver. No pedals on driver side allowed. Passenger must have a steering wheel or T-bar to hold onto. Paint both front doors contrasting colors. No hitting either front door

1. ALL GENERAL RULES APPLY WITH THE EXCEPTIONS

2. THIS IS THE "PURE STOCK CLASS"

3. No old iron parts of any sort allowed.

4. No engine cradles, tranny braces, braced rear-ends, or tranny coolers. **Stock rear-ends and suspension only!** Rear-ends may be welded for posi.

5. 4-point floating cage with fuel tank protector. Battery and fuel tank must be secured behind front seats safely.

6. Can weld and reinforce both front doors. Other doors may have 2 chains or wire per vertical seam.

7. Hood can be chained in 4 places. Trunk lid can be chained in 2 places.

8. May have 2 strands of 3/8 chain or #9 wire for windshield straps for driver's protection.

9. Steering must be totally stock (no nothing)!

10. Front suspension may be bolted with one 3/8" bolt per side or 1 piece 2"x3" x1/8" thick metal per side.

11. Bumpers can be welded to factory shocks (for year, make, model of car), brackets must only be bolted to frame. Must remain 80s era bumper. Call with questions.

12. Body mounts must remain stock. If broke or rusted can replace with one strand of #9 wire. No chain or cable.

13. Slider driveshaft's are allowed.