

2025
SWIFT COUNTY FAIR
DEMOLITION DERBY
Saturday August 16, 2025

5 Classes

- **Fullsize MODS**
- **Compact Weld**
- **MiniVan/FWD Midsize Bonestock**
- **1980s & Newer Semi-Stock Chain**
- **Fullsize Limited Weld**

Sponsored By:

Ridgerunners Snowmobile Club
&
Swift County Fair Board

2025 Swift County Demolition Derby

GENERAL RULES FOR ALL CLASSES

PLEASE READ RULES WELL, CHANGES HAVE BEEN MADE!

For questions call/text:

General, Compact, Mini Van, MODs: Tyler (320) 297-0536

General, Limited Weld Fullsize & Semi Stock Chain: Dominic (320) 760-5648

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. Everyone entering the event area is required to sign their own name on the entrance waiver before entering the pits. **No one under the age of 16 is permitted in the pit area (exception being rule #1).**
4. 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.
5. Drivers must **wear seat belt and full-face helmet along with eye protection** at all times while operating vehicle. **Long sleeve shirt/jacket or racing/fire suit recommended.**
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. If your car dies you will be given 1 minute for restarts, then 30 seconds to make a hit.
11. Any open door or fire will cause disqualification for that heat.
12. **Any vehicle thought to be unsafe will be disqualified for that heat.**
13. No El Caminos, convertibles, hearses, limos, etc. No re-stubbing frames.
14. **Sandbagging and team-driving are not tolerated, and will be strictly enforced. This is your warning.**
15. **No intentional hitting of drivers 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.**
16. **We will be unhooking cars that are hung-up in the FEATURES ONLY.**
17. Any questions or controversies will be discussed at the pit meeting.
18. Only the driver may speak with any questions or controversies (no pitcrew).
19. All official's decisions are final.
20. ALL CLASSES MAY RUN HEATS DEPENDING ON TURNOUT, COME PREPARED.
21. **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 2025 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 the 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 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. **Except in 80s and Newer Semi Stock Chain.**
14. Interior body seams and window openings may be welded in **compacts & modified cars.**
15. Body panel shaping allowed in all classes except chain stock. 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 (officials discretion). 4 patches total in front, 4 patches total in rear (a total of 8 pieces of metal used for entire car). No bigger than 4"x6"x1/4". **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 6 - 3/8" 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. 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.
5. **All classes except chain stock, 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 sheetmetal only, not frame.**

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 driveshafts 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 radiator barrels allowed.
9. Mid-plates, distributor protectors, carb protectors, and steel bellhousings/steel tailshafts are allowed in the Full-Size MOD class.

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. All classes, except **1980s semi-stock chain** 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 is 14" to the bottom of bumper or frame, whichever is lower. 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 10" away from engine and transmission components. 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.
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:

Full-Size MOD Class- Any standard passenger car, Imperials and Imp. subframes allowed. '03 and up Fords may swap front suspension. **You may plate your frame with 1/4" max. thickness plate. (Top, bottom, and sides). Doors/body panels may be skinned, but MUST contour factory panel, to appear stock to the crowd.**

Officials discretion, call with questions.

1. ALL SAFETY RULES IN THE GENERAL RULES APPLY.
2. Vehicles must look like a normal derby car from 10 feet away. No protruding cage, boxcar-looking, jungle-gym cars.
3. Bumpers must meet specs in general rules.
4. All builds are subject to official's discretion.
5. Call with questions.

Compact Class- May be up to 111" for FWD cars, 107" for RWD cars. 6 cyl. and less only, no V-8s. 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. Door and trunk seams may be chained, wired, or welded shut, 5" max weld, 5" min gap, 3" wide material max.
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 metal.
6. Factory tie rods may be reinforced, not homemade. Aftermarket ball joints allowed.
7. A-arms and struts may be bolted or welded with two 2" straps per side. May not reinforce frame. Struts must appear OEM.
8. **Engine cradles, midplates, and tranny braces allowed on RWD cars only. No extreme setups, must be 10" from cage.**
9. **Distributor protectors, and carb protectors are allowed on both FWD and RWD.** Cannot strengthen car, must be 14" from cage and cannot come into contact with any cage component before or during event.
10. Compact rear differentials only, may be braced. Max of 7 leafs per side, factory step-down and thickness. No leaf conversions.
11. Bumpers- see general rules.
12. If you don't use a factory compact bumper shock, you may use a square or round pipe with max. dimensions of: 3.5"x3.5", 16" long **OR 6"x16"x1/2" thick flat stock as a bracket. Cannot be welded to the K member.** Pick only one (factory or pipe) pipes must have inspection hole for scope.
13. Core support may have 1 piece 3"x3"x1/4" angle iron on top of core support fender to fender, 1 piece of 3"x3"x1/4" angle iron down the sides of core support, between frame rails, **do not weld to frame** and 1 piece of 3"x3"x1/4" angle iron on the bottom of core support where radiator sits. DO NOT BOX CORE SUPPORT. Can use rad guard 1/4" thick material, located between frame rails. No higher or lower than stock core support. DO NOT ABUSE this rule, only trying to help protect \$\$\$ radiator.
14. Hood may be chained, wired, or bolted shut (pick only one) with MAX of six 1" hood pins with 6" max washers. Only four may go to frame. May be welded in place. 12" max length for the two not going to frame.
15. Trunk may use up to four pins to frame. 1" ready rod with 6" max washers.
16. Back window bar may be 2"x2" max with 6"x6" max attachment plates. Plates may be welded or bolted to roof (flush with window opening) and centered on trunk/speaker seam. Call with questions.
17. FWD cars may use solid tires on the rear. RWD cars may use solid tires on the front. No solid tires on drive axle.

Mini-Van Chain/ FWD subframe cars -

- Any factory FWD mini van, AWD Aerostars allowed but must be made FWD. No Chevy Astro vans or GMC Safari's. FWD 1990 or newer subframe cars (Buick Lesabre, Dodge Intrepid, Chevy Impala, Pontiac Bonneville, Ford Taurus, etc...) Gut and go type class, MAKE IT SAFE!
1. Basic 4 point cage, 60" max door bars. No down bars. Halo bar allowed, must be vertical and can attach to cage material and roof.
 2. Any automotive bumper allowed seam welded/stuffed or homemade. See general rules.
 3. Bumpers may be welded to bumper shocks, shocks weld to frame OEM shock for vehicle. Or may use 4"x8" by 1/2" thick flat strap as bumper bracket.
 4. Driver door may be welded shut and reinforced. Make it safe.
 5. Doors may be chained or wired shut. One loop 3/8" max chain or 3 loops of wire. May not connect to cage. Front doors allowed 4 locations per door, side doors/sliders allowed 6

locations, and rear hatch may have 8 locations. Please secure safely don't want doors/hatch opening.

6. Hood may be attached in 4 spots. 2 spots may be max of 1" threaded rod with 4" washers at the core support. May be welded in place. Other 2 spots may be chain or wire.

7. Window net on driver's door only.

8. Must have windshield bars or chain for drivers safety. Connect 4" onto firewall and roof.

9. No other wire in windows or from floor to roof.

10. Air filled tires only.

80s and Newer Semi Stock Chain Cars -

1978 and Newer GM vehicles, 1980 and Newer Ford and Chrysler products. NO 1998 and newer Ford products. No tipping, tilting, pitching, or altering geometry of frame.

1. Can have 4 point cage. 60 inch max side bar. No down bars. Halo allowed off bar behind seat, vertical not angled, bolted to roof in 2 spots. Gas tank protector allowed 24" width max, 3" off floor sheet metal and 2" from back seat sheet metal.

2. Body bolts can be replaced with 1/2" x 6" long rod/bolts with 3" x 1/4" washers. Must have 1" space between body and frame 3" diameter spacers max free floating (not welded to body or frame). Bottom side must be up inside frame like factory. **If you choose to leave factory body bolts untouched... you may have 1 additional chain/wire location per bottom door seam (2 per door on bottom seam) that wraps around frame/rocker/door seam. If choose this way and have rusted or broken mount may wrap with loop of No. 9 wire. Don't abuse this rule! Call with questions.**

3. 6 bolts per fender 3/8 bolts with 1" washers. Fender may be pounded in but NO hard body lines or creasing.

4. Chain or wire door seams shut 3/8 max chain (1 loop) or 2 loops 9 wire. 2 per vertical seam, 1 at top seam and 1 around bottom seam (rocker and frame). No chain or wire to connect to any part of cage. Drivers door may be welded shut with 3" x 1/8" material and reinforced for safety 6" past seams

5. Window net allowed on drivers door only.

6. 2 bars/straps/chains required in front window for drivers safety. Connected to firewall and roof. 4" max connection. **NO rear window bar.**

7. Hood may be attached 6 locations, front two at core support maybe 3/4" threaded rod through body mount. No welding or sleeving rod, nuts and washers only, max of 4(nuts/washers per rod). Other 4 locations 3/8 max chain (1 loop) or 2 loops wire. Must have 12" hole cut in case of fires. Max of 16 - 3/8 bolts x 1 1/2" long with 1" washers around cutouts.

8. Trunk may be chained or wired in 4 locations, 3/8 max chain (1 loop) or 2 loops wire. Trunk lid may be tucked, may be dished no more than 6". May notch and prebend rear frame rails.

9. Any factory full size bumper allowed. May seam weld but no stuffing. May trim ends. May be welded to frame (hardnosed) or welded to bumper shock and **bumper shock welded to frame in factory location.** May chain/wire in 2 places to core support or tail light housing, 1 loop 3/8 chain, or 4 loops of wire.

10. Front suspension may have one 1/2" bolt to make solid, or one 2"x4"x1/4" strap per side. All other front suspension parts must be factory. No reinforcing or aftermarket parts.

11. Rear suspension must remain factory. May swap coil springs, no double coil springs. No stuffing shocks, or coil over shocks. May have one chain per side to set height (from frame to rear axle) 3/8 max chain.

12. Any factory 5 lug rearend. No hybrids or bracing. Gear swaps okay. May be welded POSI.

13. Only small wheel centers. No full centers or bead/lip protectors.

14. May run basic lower cradle with front plate. May use aftermarket lower engine mounts. Carb protectors allowed no farther back than 3" behind carb. Header protectors must be within 1" of header. **NO DPs, NO pulley protectors, NO ultrabells, NO trans brace.**
15. Slider driveshafts and transmission coolers allowed.
16. May alter steering column from wheel to steering box, aftermarket shifters allowed.

2025 Limited Weld Rules

Any year car EXCEPT, 1973 & older imperials, imperial subframes, 1970 & older Lincolns, Thunderbirds, or convertibles, hearses or limousine body/frames will not be allowed. 1998-2002 Ford products will be allowed watts link conversion. No 2003 and newer Ford products.

INSIDE OF CAR

CAGE

- 4-point cage, 6-inch diameter material, 60-inch max door bars, all cage material must be 8 inches away from floor.
- 4 down bars to the frame off door bars (2 per side) vertical not angled, must be behind farthest forward door seam, 3-inch by 3-inch material max. Welded to top side of frame only, not side.
- Halo bar allowed off seat bar, vertical not angled, may be bolted to the roof, may be connected to frame but will count as (2) down bars
- Gas tank protector allowed, can only connect to cage material. Must be in center of the car 26-inch max width, 4 inches off floor, 2 inches off rear sheet metal. Can have kickers off vertical part of halo bar, straight, not bent to back of tank protector. May extend 6 inches above factory positioned speaker deck, vertical not angled.

INTERIOR

- Battery box, transmission cooler, seat, gas/brake pedals, and gas tanks may be bolted to the **FLOOR OR CAGE MATERIAL, PICK ONE, NOT BOTH.** Do not have bolts go thru frame, cross members, or body mount washers, sheet metal only. Battery box, transmission cooler on passenger side must be 4 inches away from firewall body mounts. No excessive floor plating or doubled panels.
- Body Bolts may be replaced ¾ inch max bolts, 6 inches long, with 4-inch max washers. Must have 1 inch space between body and frame, 3-inch diameter spacers, free floating (do not weld in place). Bottom side must be up inside frame like factory.
- May have 9 wire from roof to frame in 4 locations, 4 loops max.
- Wagons must remove all rear decking and seat components. No Sedagons allowed.

BODY

DOORS

- Driver's door may be welded solid 3-inch wide by 1/8inch thick flat stock. May be reenforced for drivers' safety 6-inch max past door seam.
- All other doors may be welded 5 on 5 off on exterior seams only with 3-inch by 1/8-inch flat stock max. Or chained/wired shut in 8 locations per door, cannot go around cage components.
- Top of door (where window comes through) may be folded over and welded with no added material.

BODY PANELS

- Body shaping/lines may be formed. No body seam welding or doubled layers can be formed or folded over. Will be completely cut through.
- Max of 6 bolts per fender, 3/8-inch diameter bolt with 1 ½ inch washers. May be cut for tire clearance. No folding/rolling fenders and welding them.
- Firewall can be cut out or removed for distributor to pass thru. NO shaping or cutting and folding over of firewall. Cannot be used as a brace.

WINDOWS

-Windshield must have 2 straps, bars, or chains for safety. Must not strengthen car or be used to prevent car from bending. Can be mounted max of 6 inches on roof and 6 inches on firewall or dash bar, pick one. May be connected together. Max material of 2" by 2" by ¼" tubing or 3" by 3/8" flat steel. Must not contact any engine components.

-ONE Rear window bar allowed in center of window opening vertical not angled. Max of 2 inch by 2 inch by ¼ inch material with 6-inch by 6-inch by 1/4-inch mounting pads. Must not extend 6 inches past window seam on roof or speaker deck/trunk lid. Must remain on top of speaker deck/trunk lid. Must be minimum of 8 inches away from gas tank protector or halo.

-Window net allowed on drivers' side.

HOOD

-Allowed 6 attachment points. 1-inch max threaded rod with 6" by 6" by ¼" flat washers (not welded to hood)

-Front two mounts must pass thru body mount/core support at factory location. May have a 3" by 3" by ¼" tube as spacer at body mount welded to core support only. Not to be extended any further up than bottom of core support.

-Other 4 attachment points must be sheet metal to sheet metal only with 12-inch max length of rod, can be welded in place with 6 inches of weld. OR if you choose not to use threaded rod you can have 4 spots of 2" by 2" by ¼" thick angle iron 4 inches long welded to top of hood and fender, attached with one bolt per spot. OR you can use 4 locations of chain (3/8" max) or 9 wire (4 loops).

-Hood sheet metal can be bolted together with a max of 16 –3/8" diameter bolts.

TRUNK

-Trunk lid must be factory to make/model of car and mounted in stock location (not slid forward or backwards). May tuck trunk lid 50%. May dish/canoe trunk lid in the center but must remain 8 inches off the trunk floor.

-Trunk lid seams may be welded 5 on 5 off with 3 inch wide by 1/8-inch-thick flat stock. Or you may chain (3/8" max) or 9 wire (4 loops) in 8 spots total, sheet metal to sheet metal only not frame.

-May use 2 1inch all thread from frame to trunk lid. Must either pass thru body mount hole (with 1" body spacer, 4" washer, 1 nut bolting frame to trunk floor) or rod may be welded (4inch max weld) vertically to side of frame with no spacer and standard size washer for rod size (¾" rod 2" dia. 1/8" thick washer, 1" rod, 2 ½" dia. 1/8" thick washer) and one nut bolting frame to trunk floor pan. Rod must come thru trunk lid not the fender or roof. Can use max of 6" by 6" by ¼" flat washer on top of trunk lid. NOT allowed on wagons.

- At least one 12" hole or two 6" holes must be cut in trunk lid (not trunk floor) for inspection. May use 8 3/8" bolts total (12" 2 per side, 6" 1 per side) around holes bolting inner and outer skins together.

CORE SUPPORT

-Core support must be factory to car and mounted in factory location. Cannot be slid forward or backwards.

-If wrapping or folding fenders around front of core support, you may use three 3/8" bolts with 1 1/2" diameter washers to bolt together per side.

-Core support spacers 3" x 3" x ¼" max (see HOOD attachments above)

-May have guard in front of radiator, mounted to core support only, NOT the frame. Must be between front frame rails only. ¼ inch max material, welded to core support sheet metal with no added metal or use 8 bolts with 2-inch washers. Mounted on front side of core support only, do not fold over top, bottom, or sides.

-Stock or aftermarket automotive radiators allowed. Must be mounted in factory location in core support. NO radi-barrels or auxiliary cooling systems allowed.

- No aftermarket steel fan shrouds or radiator enclosures allowed.
- Will be allowed to spray foam around radiator to help protect it and hold in place. Anything excessive or we feel to be hiding something (welding, extra reinforcements, etc.) will be removed.

FRAME-SUSPENSION-STEERING

FRAME

- Front frame seam welding is allowed from body mount at firewall forward. Single pass ½" wide bead. Top or bottom, pick only ONE.
- Buick, Oldsmobile, and Pontiacs may fill large hole in frame behind core support with 1/8" max material, butt fit single pass weld. Y-Frame Chryslers may pinch and close the Y and weld frame seam top and bottom or may fill in Y with 1/8" plate butt fit single pass weld top and bottom with 1" inspection hole, pick one do not abuse rule. K-frames may be welded with four 4" long beads (16" total) ½" filler material connecting K-member to unibody.
- You may shorten front most part of frame rail. May be shortened to the front most part of the body mount hole. Leave remaining portion of body mount in place, DO NOT completely remove mount. Core support must bolt back up in factory location. 76 and older Cadillacs must measure 18" from front side of spring bucket lip forward to front of frame at bumper mount location. Straight line not diagonal.
- You are allowed to tip/tilt/cold bend. Pick only one way. You are allowed to cold bend at transmission cross member, pie cut at vertical frame seam by transmission crossmember or to cut tabs at boxes and reweld. Single pass ½" bead, only what was cut, no add metal. DO NOT weld all seams on boxes.
- You may pound in or ping rear frame area 24" total from the center of the hump. NO squaring, creasing, or folding over frame, just dimple the center on outside of hump only. OR you may run a 4" by 16" by ¼" hump plate. Must remain flat plate, no bending/folding over multiple sides of frame. Mounted on outside of frame towards tire.
- Rear frame rails can be tied together in one spot with chain (3/8" max) or 9 wire (4 loops). Wrapped around frame or weld 2 links chain to side of frame, no bolts thru the frame.
- You may cut, notch, or dimple rear frame rails and prebend. Do not reweld any cuts/notches.
- NO** other frame shaping or manipulation is allowed.

BUMPERS

- Any factory front bumper may be used. Seam welded, stuffed, aftermarket replica, or homemade are allowed. If homemade, max of 6" by 6" tube with a 4" point spread over 32" (no extreme points). Replica pointy max width from back of bumper to point is 14" spread over same area as factory pointy bumper.
- May have a 6" by 6" by 3/8" plate on front of frame to help with bumper mounting.
- Can use a factory bracket or flat plate for bracket, pick one of options below.
 - Option 1: You may weld bumper to any factory bracket/shock and weld to frame, may compress shock and weld them. Can be welded to one side of frame only, cannot folded, bent, or manipulated over multiple sides.
 - Option 2: You may use one 4" wide by 3/8" thick flat plate welded to one side of frame. Can extend to front side of spring pocket.
- Rear bumper may be any factory flat style bumpers or straight piece of 6" by 6" material max. No points on back bumper.
- Factory rear bumper bracket welded on or piece of 4" by 14" by 3/8" flat stock welded to one side of frame.

-Bumper height max of 22" to bottom of front bumper to ground, and 16" to bottom of back bumper or frame whichever is lower.

FRONT SUSPENSION/STEERING

-Upper A-arms may be welded or bolted down, pick one. If welded, you may use **two** 2" x 4" x ¼" thick straps from a-arm to frame. Strap cannot extend past widest part of upper a-arm.

Welded vertical, 2" on frame, 2" on A-arm. OR one bolt max ¾" diameter, with 2" x 2" x 1/8" washer. Can only pass thru top of frame and upper a-arm. A-arm cannot be reinforced, no changing/modifying a-arm bracket. No plates or welding from the lower control arm to frame.

-Front coil springs must be factory for a car that is legal in class. May be stretched to get bumper height. NO doubling, solid, compressed, or aftermarket springs. NO spring spacers.

-NO aftermarket ball joints, spindles, hubs, sway bar, center link, or steering boxes. Only OEM factory replacements for a car legal in this class. No Hydro setups.

-Sway bar/stabilizer must be cut out/removed if running a pulley protector. If no pulley protector must be mounted in factory manner, no welding to frame.

-No modifying how steering box/components mount to frame. Steering column can be modified, or aftermarket column can be used. May not strengthen car.

-Tie rods can be reinforced. Aftermarket tie rods are allowed with factory size ends. Standard sized tie rod ends only, NO oversized/extreme setups. No pickup or van tie rods.

REAR SUSPENSION

-No leaf spring conversions. Leaf spring remain leaf spring, coil spring remain coil spring.

-Rear end control arms may be reinforced but must start with a stock set. May alter the length of control arm to help gain desired pinion angle. Must mount in stock style.

-Watts Link Conversions allowed. Must be in factory position pre 1998 location. Uppers will be allowed a 6" by 6" by ¼" thick plate to mount the uppers to the package tray. Must be 2 separate plates, not one piece. May be bolted or welded in. Loweres are allowed to be 3" by 3" by 3" max, may be welded in. DONT abuse this rule or will cut excess material. NO bolts can pass through the body.

-Coil springs may be stretched, replaced, or doubled to gain bumper height. Cannot be welded to rear end or sheet metal. Springs can be chained/wired to the rearend/frame, max 3/8" chain or 4 loops 9 wire. Chain/wire cannot run through body.

-Leaf springs may be restacked, with a max of 9 leaves, with a 2" stager. Main leaf must remain stock and be top spring in stack. You can add 4 leaf clamps per set, 2" x 4" x ¼" thick with ½" bolts, to bolt together. Mounting brackets/eyelets must be in factory location. May weld brackets with no added metal, single pass only.

-Rear of cars can be chained to stiffen rear suspension or gain desired bumper height. One 3/8" chain per side wrapped around rearend and wrapped around frame (NOT BODY) may be used. Don't weld/bolt chain to frame. Rear unibody vehicles may cut 2 holes per side for this chain to pass through body.

-May run max of 1" all thread from rearend to package tray in coil spring pocket or factory shock location to set bumper height.

POWERTRAIN

ENGINE

-Motor of choice, mounted within 3" of factory location with a bushing style stock or aftermarket mount. 6" x 6" mounting pad connected to engine crossmember only.

-Lower engine cradle with front plate. Pulley protector allowed (sway bar rule). Header protector/carb protectors will be allowed. NOTHING further back than 3" behind the backside of the carb. Header protector can't extend more than 1" past header pipes. DON'T ABUSE this rule, NO extreme or oversized protectors.

-NO full cradles, distributor protectors, midplates, or pan protectors. No side bars connecting cradle to transmission.

TRANSMISSION

-May run an OEM factory or a 2" x 2" x 1/4" square tube for a transmission crossmember. If 2x2 it must be straight across, cannot be manipulated in anyway. Allowed to mount to frame with 2"x 2"x1/4" angle iron 6" long to side of frame. May have a 4"x 6" x 1/4" thick pad in center for transmission to mount on. Transmission can be bolted in place with factory style mount, chain (3/8" max) or 9 wire (4 loops). Must be mounted on top of crossmember with the ability to slide if mount would fail and never become completely locked in.

-An aftermarket bell housing and/or transmission brace is allowed. NO extreme setups or aftermarket tail housing. Brace can only be connected to transmission, cannot connect to cradle. Must follow contour of transmission and not extend more than 2" off case.

-If running an aftermarket bell or brace, the floor/transmission tunnel sheet metal must have a minimum of 4 relief cuts. Bell/brace cannot be used to strengthen car.

-BOP adapter plates allowed. Nothing oversized or excessive. No midplates.

-Aftermarket/homemade slider drive shafts are allowed.

REAREND

-Any OEM factory style, aftermarket, braced, or 8 lug rear end may be used. Axle savers and pinion brakes allowed. No extreme pinion brake protectors cannot extend more than 3" past brake itself.

-Rearend bracing cannot be connected to frame in anyway. NO gussets or kickers off rearend to strengthen car or protect frame/hump area.

-Full center rims with 1" bead lip protector allowed. NO split rims.

-Any rubber double stuffed or tube tire allowed. NO solid tires.

MISCELLANEOUS

RUST REPAIR

-Call first with any questions, take photos, leave rusted areas intact.

-Sheet metal rust repair is allowed. Do not remove any rusted areas you are repairing. Floor pans may be patched for drivers' safety and mounting bolt ins (battery box, pedals, etc.), with same thickness material. Body mount areas that are rusted may extend 2" past rust with same thickness as factory floor panel.

-Frame rust repair is allowed with same thickness material 1" past rusted area. DO NOT abuse this rule or patch will be completely removed.

PRE-RAN REPAIR

-Pre-ran cars are allowed 8 total repair plates. 4" x 6" x 1/4" max plate size. Plates may be taco'd or formed. NO doubled, cutting, or manipulating plates to make longer, must stay whole. Must only attach to frame, cannot connect to body, cage, or driveline components. Do not touch bumper bracket, A arm straps, hump plates or transmission crossmember angle iron. Must have 1" gap between welds.

-Allowed 4 plates in front of transmission crossmember and 4 plate behind transmission crossmember. Must be on outside of frame and not used as a pin.

-Do not abuse this rule, any excessive plates will be completely removed.

FRESH CARS

-Fresh cars will be allowed 2 plates total (one per frame rail). 4 x 6" x 1/4" max plate size. Plates may be taco'd or formed. NO doubled, cutting, or manipulating plates to make longer, must stay whole. Must only attach to frame, cannot connect to body, cage, or driveline components. Do not touch bumper bracket, A arm straps, hump plates or transmission crossmember angle iron.

-Anymore than 2 plates on fresh cars will be completely removed.