

2020 Mower County Fair

Demolition Derby

Austin, MN

Sunday, August 16, 2019 - Demo will be starting at 2:00 PM

Pits open at 10:00 AM Car Cut-off at 1:00 PM

Registration: DRIVER ONLY! Pit Passes: \$20.00

COMPACT CLASS: The entry form and registration fee should be completed and mailed by July 27, 2019. If the entry form is received by July 27th, the registration fee is \$40. Entry forms that are received after July 27th, the registration fee will be \$50.

<u>Payout:</u>	1 st Place	\$500.00 and Trophy
	2 nd Place	\$250.00 and Trophy
	3 rd Place	\$100.00 and Trophy
	4 th Place	\$75.00
	5 th Place	\$50.00

FULL SIZE CLASS: If the entry form is received by July 27, 2019, the registration fee is \$40. Entry forms that are received after July 27th, the registration fee will be \$50.

<u>Payout:</u>	1 st Place	\$1,500.00 and Trophy
	2 nd Place	\$900.00 and Trophy
	3 rd Place	\$600.00 and Trophy
	4 th Place	\$300.00
	5 th Place	\$100.00

STOCK MID-SIZE CLASS: Most of the rules are the same as the cars with a few additional rules added. If the entry form is received by July 27, 2019, the registration fee is \$40. Entry forms that are received after July 27th the registration fee will be \$50.

<u>Payout:</u>	1 st Place	\$500.00 and Trophy
	2 nd Place	\$250.00 and Trophy
	3 rd Place	\$100.00 and Trophy
	4 th Place	\$75.00
	5 th Place	\$50.00

MINI VAN, SUV, COMPACT TRUCK CLASS: If the entry form is received by July 27, 2019, the registration fee is \$40. Entry forms that are received after July 27th the registration fee will be \$50.

<u>Payout:</u>	1 st Place	\$500.00 and Trophy
	2 nd Place	\$250.00 and Trophy
	3 rd Place	\$100.00 and Trophy
	4 th Place	\$75.00
	5 th Place	\$50.00

TRUCK (1/2 TO 1 TON PLUS Suburbans) CLASS: If the entry form is received by July 27, 2019, the registration fee is \$40. Entry forms that are received after July 27th the registration fee will be \$50.

<u>Payout:</u>	1 st Place	\$1,000.00 and Trophy
	2 nd Place	\$600.00 and Trophy
	3 rd Place	\$300.00 and Trophy
	4 th Place	\$200.00
	5 th Place	\$100.00

****ALL CHECKS MUST BE MADE OUT TO: MOWER COUNTY FAIR****

****Anyone winning \$600.00 or more will need to provide SSN and will get a 1099 mailed to them from the Mower County Fairboard****

To compete in the Demolition Derby, please complete the enclosed entry and waiver form. Drivers under the age of 18 must have a notarized parental consent. Completed forms and entry fee should be mailed to:

Masters of Disaster, LLC

819 W. Clark St.

Albert Lea, MN 56007

Please read the enclosed requirements and rules. If you have any questions, please contact Paul Nielsen at 507-377-1855 (home) or 507-383-6094 (cell)

PLEASE FILL IN WHICH EVENT YOU WILL BE RUNNING
Demolition Derby Entry Form

Please Select One Event:

Mitchell Co. Fair (Osage, IA): _____
Mower Co. Fair (Austin, MN): _____ SUNDAY

Please Select One:

Full-size Class: _____ Car/Truck Number: _____
Truck Class: _____
Mid-Size Stock Class: _____
Mini (Compact trucks/SUV's) Class: _____ (Not Compact cars)
Compact Car Class: _____

An additional entry form must be completed if you participate in more than one class.

(Please print)

Name of driver _____ Age _____

Street Address _____

Phone _____

Notarized Parental Consent for those competing under the age of 18

Parental Consent Signature (under age 18) _____

Notary Signature _____

Date _____

Notary Seal

2020 RULES AND REGULATIONS

General Rules:

- Drivers must be 18 years old or older. Drivers 14-17 must have a notarized waiver/permission slip and proof of age.
- All rules must be followed or YOU WILL NOT RUN.
- Any sedan or station wagon can be run. No Ambulances, hearse, or Imperials.
- Any controversies will be taken up at the drivers meeting.
- Driver and pit crew must attend pit meeting.
- The person that signs in as the driver/passenger must be the driver/passenger for that event!
- All drivers meetings will be 1/2 hour before start of derby all drivers must attend.
- NO ALCOHOL IN PITS ALLOWED. (If driver or pit crews are caught with alcohol, YOU WILL BE DISQUALIFIED and NOT ALLOWED TO RUN.)
- Driver MUST wear helmet, seatbelt and eye protection at ALL times.
- Fire jacket (recommended) or long sleeves, pants, and shoes/boots must be worn or you WILL NOT run.
- Driver's door hits are NOT allowed. (They do happen and all driver door hits are the decision of the judges.)
- Don't use your door as a shield; it may cause you to get disqualified.
- Any open driver's door or fire may be cause for disqualification.
- First fire judges will decide if car is safe and you may continue. Second fire and you are finished. First roll-over judges will decide if car is safe and you may continue. Second roll-over and you are finished.
- At any time the judges feel your car is unsafe you will be finished.
- No sandbagging or holding; the first time is a warning the second time you will be finished. 30 seconds for aggressive hit. 1 minute for restarts. 1 minute if you are hung up.
- No hot rodding in the pits, keep it at an idle.
- Protest fee is \$150.00. You must be a driver in the class being protested, and you must have cash in hand immediately after the class is finished.
- All cars need to be at the track 1 hour prior to start time.
- If a car does not pass inspection or if the driver will not make changes needed to pass inspection there will be ABSOLUTELY NO REFUND OF ENTRY FEE!!!!
- Cars are subject to re-inspection before any prize money is handed out.
- If it doesn't say you can do then don't do it.
- Any questions please call first. JOSH @ (507) 440-0085 or TODD @ (507) 525-2965
- Judges decisions are FINAL!!!

Car Preparation:

All cars must be stock, unless modification is stated in the rules.

All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.

All decking in station wagons MUST be removed!!!

Tires no bigger than 15 inch, No split rims, No studded tires. Foam filled or Doubled tires OK - we don't want any flats!!! Valve stem protectors OK. Tires may be screwed to rims.

Driver must have a fire coat or non-flammable jacket to wear while driving in event.

Driver must have safety approved glasses or face shield. Driver needs to have FULL faced helmets.

All cars must have working brakes.

A-arms, ball joints remain stock.

All trailer hitches and braces must be removed.

Original gas tanks must be removed. You must use a boat tank or well-made fuel cell and it must be properly secured (no ratchet straps or bungees to hold the tank in place) and covered. No gas cans. Plastic gas tanks must be placed in a metal box!! Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seats use to be. If tank is mounted to the cage it must be at least 6" from any part of the car body. Tank must be bolted to sheet metal only!

Transmission coolers will be allowed, but must be bolted to sheet metal only!

Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered.

Battery must be in a Battery Box, and bolted to sheet metal only!

You must have a number in bright colors on each front door and must have 15" x 15" roof sign with car number on it for judging and recognition of car.

Cages: You may use channel or tubing up to 6" for the door bars. Total length not to exceed 60". This bar may not be more than 18" past center post on 4 door cars and 10" behind on 2 door cars. No exceptions. Dash and seat bar may not exceed 5" diameter. Seat bar must be no further than 6" behind seat. Bars must be straight, no contoured pieces. Only sedans are allowed a gas tank protector, 24" x 6" centered in the back area. There must be a 2" space between back bar and sheet metal. May not be attached to anything other than the seat bar. All interior metal must remain stock. Do not pound. You may add a diagonal bar behind the driver's seat and directly below seat bar to the passenger floor sheet metal. You may add 2 vertical down bars to driver side door bar and 1 to passenger door bar, welded to bottom of door bars to floor sheet metal. These may not attach to or conceal a body mount. No kickers, angled or other bars off the main cage pieces. No cage components to frame. All horizontal cage components must be 8" off the floor of the car, including gas tank protector, measured at body bolt elevation. All bars must be inside car.

Halo & rollover Bars: You may add a halo bar to the cage components listed above. It may not exceed 5" diameter. On a 4 door post car, this bar must be attached to the seat bar. No exceptions. On a 2 door or 4 door non post car, this bar may attach to floor sheet metal. Halo bar must be vertical line with seat bar, may not be angled toward back of car. You may bolt halo bar to roof sheet metal in 2 places.

Frames: Seams may be welded but no adding metal, no plating, heat treating or foam filling of frame. Rear frame rails may be shortened. You may notch rear frame rails but do not re-weld cut. 80's cars may tilt front ends by 2 ways: 1. Cold pinch, no adding metal; 2. You may only cut the outside flap and pull down front end moving the flap a ½ inch and only re-weld the flap. Do not re-weld any other crush box seams. 2003 and newer fords may change aluminum engine cradles with a stock car cradle. It must be in stock location with only 12" weld max. All other components must be bolted in with stock size bolts. No added metal, braces or gussets. If frame is bent badly you may add a 5" x 5" plate same thickness as frame on one side only of frame, not top or bottom. If rusty call. All full-size k-frame MOPARS may run the k-frame tight to the frame and weld them together with no more than three 4"x4"x1/4" plates per side.

Body Bolts & Mount: All body bolts may be replaced with up to 1" bolts, washer or plate size 5" x 5" x 3/16" Core support bolts may be 1" diameter, these bolts may go through hood and count as 2 of your 6 hold downs, you may use pipe up to 1 ½" OD between frame and core support. Body Mounts may be taken out. Do not weld body washers to floor. No welding body to frame.

Bodies: No seam welding or bolting of body seams. Body creasing, enhancing lines and addition of body lines is allowed. Do not fold the metal over to create a double effect. Trunk lid seams must be clearly visible and accessible. Quarter panels must remain vertical, no doubling body panels. Core support welding not allowed. No foam filled panels. No plating floor pans if rusty call.

Doors: May be welded solid on outside only, except drivers door may be welded on inside, may use 3" x 3/16" flat strap or 3/8" re-bar to fill gap. If not welded must be chained or wired, 2 per seam. Doors may be folded and welded at top.

Trunk lids: May be tucked 50% and must have hinges. May have 4 hold downs, 1" threaded rod, may be welded to rear frame rails and go through trunk lid, trunk plates no bigger than 5" x 5" x 3/16", all hold downs must be straight up and down, no plates directly under trunk lid. You may also weld 5" on 5" off with 2" x 1/8" flat strap max. Your trunk lid may be V'ed in center but must at least 12" off trunk body mount location, speaker deck can be 10". No fully wedged cars, rear quarters and light valance must remain vertical.

Hoods: May have 6 hold downs no exceptions 1" threaded rod, front 2 may go through core support and frame mounts, other 4 may be welded to sides of frame, go through frame or welded to top of frame no adding plate first,

hood plates no bigger than 5" x 5" x ¼", no plates directly under hood. All threaded rod must be straight up and down and in engine compartment, can be next to fire wall, but not welded to it, or you may use 6" angles and 1-3/8" bolt or 3/8" chain, or any combination of 6. Front lip may be bent down, but hood must be in stock location.

Header holes and fire hole: May have 4-3/8" bolts to hold inner to outer, if hood holes are rolled or folded over do not weld or bolt.

Fenders and quarters: May be trimmed and may be bolted to inner to outer with 6-3/8" bolts, no higher than 5" from original wheel opening, threads must point in. (No Exceptions).

Wagon tailgates: Must be in stock location, may weld 5" on 5" off on outside only with 2" x 1/8" flat strap and you may use 4-3/8" chains 2 per side and may not connect.

Windshield bars: May have 2, must be 18" apart at bottom, bars may not connect, no cross bars. May have 1 rear window bar in center of opening, material no bigger than 2" x ¼" round or square, welded or bolted in, windshield bars may not be further than 2" from window openings. May have driver door window netting only.

BUMPERS:

Loaded and seam welded bumpers allowed. Stock appearing bumpers from the front!!

We will allow you to take any bumper apart. Weld any material you would like up to 5 inch max depth material to the inside of the bumper chrome skin, weld the chrome skin back into place. Metal inside of the bumper must fit the contour of the stock outer chrome! No changing angles of skin! Any Automotive bumper brackets may be used on any car, 20 inches in total max length starting from bumper, may use ¼ thick - 5 inch wide - 20 inches long home-made flat plate for bracket to side of frame (Only 1 set of brackets may be used homemade or factory).

When welding bumpers to the shocks and brackets - Weld them well; we don't want any bumpers falling off! You are allowed wire from radiator support to front bumper in 4 locations. Bumper height max 28" to the top of the bumper, rear frame rails must be minimum of 14 inches to bottom of frame to ground. Chrysler "Y" frame cars will be allowed to weld a 5"x9"x1/4" plate on the top OR bottom of the "Y" opening. No bumper brackets will be allowed if the plate is used. Or can collapse y and weld top seam only and use bracket rule. Rear bumper may have 2 straps, 2 chains or 2 wires (4 loops) from trunk deck to bumper. You can only have 1 of the 3 used, NOT all 3! Straps can be up to 3" wide and no more than 5" on the bumper and 5" on the trunk. Straps may be up to ¼" thick.

Motors & Transmissions: Any motor or transmission combination, no sliding the motor back, may have solid motor mounts, welded or chained to engine cross-member, not to frame rails. Engine cradles may go from motor mount to motor mount under the motor bolted or welded to engine cradle on frame. May brace from front of motor to frame rail using 1" x ½" flat strap or 3/8" chain, no angling forwards or backwards if no cradle. Any part of motor may be modified.

If you run a DP do not mount your dash bar closer than 5" to rear most point of firewall/cowl, or you will not run. Distributor protector allowed, must be attached to motor or transmission, top side behind cap no wider than 12", if dash is not cut out and DP touches dash bar after derby you will not be disqualified. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be in side normally positioned headers and not extend past water pump. You may beat flat the engine side of firewall/cowl. Do not re-enforce the firewall/cowl or relocate firewall-must stay in original stock location. Must have an air cleaner, No skid plates, No engine oil coolers.

You may have kickers from dash bar to no closer than 4" behind a frame. These may be up to 2 1/2" x 2 1/2" square tubing. They must be welded to top of frame only (no gusset). If your motor has a DP it must be at least 4" from firewall or firewall cut for DP to pass through. If you decide to run a DP tight to firewall, no kickers will be allowed. This is to allow a non high dollar car to compete. (only one method or the other!)

Transmissions, transmission protectors allowed must have 3 relief cuts in trans tunnel 12" long by 1" wide front to back, cannot be mounted to frame, body or motor besides belt housing bolts, transmission coolers allowed, but must be secured in a container in passenger side of car, steel or braided lines must be used, no fuel line.

You may run a stock radiator or radi-barrel. Radi-barrel must have some sort of pressure release valve, or you will not run!

Radi-barrels: No welding of radi-barrels to the car at all! May be bolted in 6 spots to core support.

Stock radiator: If you run a stock radiator, you may use ¼" max thickness material in front or the back of radiator only (has to be mounted to the core support). The material can be 2" bigger than the radiator on all sides. May be bolted in 6 spots but no welding of material at all.

Rear-ends: Any 8 lug rear-end, rear-ends may have bracing, may use a 5" x 5" square tube, must be welded to the housing, not hanging off of it and 6" from backing plates. Aftermarket rear ends allowed. Posse allowed. Floater rear-ends allowed must be 5 lug. May use slider drive shaft.

Suspension: Must be stock car parts. No coil to leaf conversions in old iron cars, 9 leaf max. 5/16" max thickness, 2-1/2" max wide. 58" min and 60" max length. Stagger 3" rear of axle, 2" front of axle. Stock mounting plates must be used. No home mounting plates and no over sized u-bolts, No welding on spring pack. No flat sprung cars, leaf packs must have a min. of 2" arch; leaf springs must be in factory position. 80's cars may leaf, 5/16" thick, 2 ½" wide, 9 leaf max. 48" length min. eyelet to eyelet. 2" stagger front and rear. Min. 2" arch. Rear and front mounts may not re-enforce frame. 80's cars not running leafs may use hump plates, you are allowed ¼" by 22" hump plate, contoured to the hump, centered and welded with one pass of ¼" weld. This plate may be welded to outside of frame only, match the factory hump and span the center of the hump. Do not weld any seams on rear of the car. 4 leaf spring clamps per side, clamp material ¼" thick, 2" wide, 2-3/8" bolts per clamp. No chains from leaf to frames. No double mains or leaf on top of main leaf. You may reinforce your tie-rods, but must use stock OEM tie-rod ends. You may have 2-3/8" chains from rear-end to body. You may lengthen or shorten your trailing arms, with same size material. No solid arms. You may change coil springs; rear coil springs may be welded or wired in, spring spacers allowed. No solid shocks. Taping leaf springs after inspection ok. May use one bolt in center of upper a-arm to spring bucket or 2-3/8" chain or 2-1" flat straps welded to outside of upper a-arms and to spring bucket, not to frame rails, to help hold suspension solid.

Watts link conversion for fords. May convert to 4 link or leaf, 4 link systems may be converted the following way: use the upper and lower trailing brackets off and older Ford, after market brackets allowed, but no thicker than ¼" and be attached with 3-1/2" bolts each bracket. No shortening of trailing arms, no positioning of bracket to strengthen the front dog legs of rear humps, brackets must be in stock location. Steering wheel to steering box may be modified.

Tires & Wheels: No fluid-filled, cement, solid or studded tires, you are allowed double stuffed, foam filled and skid-loader tires. Open class 30" tall tires max. No solid steel wheels. You may run valve stem protectors. No wheel weights.

You are allowed 2 spots with 4 loops of wire (no cable or chain) in each window opening and may go to the frame. No welding washers around holes on car body. Cannot be attached to cage at all.

COMPACT CLASS: In addition to the above rules-

1. WHEELBASE: Maximum of 106 inches for rear wheel drive and 108 inches for front wheel drive cars.

2. Bumper brackets must be under 10" in length from the backside of the bumper.

3. Interior cage for compacts only! Must have one seat bar from door to door that can be welded or bolted to the body. You can also have one dash bar that can connect to the seat bar in 2 locations. All these bars must be at least 8" above the floor. You will be allowed one down from connecting bar within the driver's door. You will be allowed a halo bar that can be bolted or welded to the floor, not frame. 2-3/4" bolts can be used to bolt to the roof.

(6" maximum diameter on all cage material, no piece longer than 60 inches in length may be used.) NO GAS TANK PROTECTORS.

4. No bolting or welding of any body seams.
5. Engines must be fastened with separate motor mounts. No engine cradles.
6. No leafing or plating humps.

ADDITIONAL TRUCK RULES ½ ton up to 1 ton plus SUBURBANS.

1. Any stock truck or automotive car bumper and bumper brackets may be used on the front and rear of the vehicle. Bumpers may be re-enforced on the inside only. If you are reinforcing a factory truck bumper, the bumper must remain flat; car bumper skins must remain factory not changing any angles and must have the outer skin welded in place (meaning you may not change the contour of the bumper). Max bumper material depth of 5 inches. Bumpers and bumper brackets may be welded to frame. Any automotive bumper brackets can be used, but only 1 bracket per side. You can have home made bumper brackets, but they can be no longer than 20 inches by ¼ inch thick by 5 inches wide only 1 bracket per side all brackets must be fastened to the bumper. From the end of the frame back 8 inches may be re-enforced, nothing bigger than 8" long and as wide as the frame is tall piece may be used. No connecting the frame rails to each other with added materials!! You may also have 2-4" wide by 8" long by ¼" straps on the front and rear bumpers. Bumper height 30" to the top of the bumper.
2. Tailgate may be welded inside & out with no more than 3" wide by 3/16" thick can be welded solid.
3. If you choose to fold box sides over, it must be done behind rear wheels.
4. You may run a 4x4 but must remove one of the drive shafts.
5. If you choose, you may rebolt or chain the box in 6 spots additional to the stock bolts with up to 1" threaded rod or 3/8" chain. (This can be welded to the frame). Plate size is limited to 6"x6"x1/4". May be sleeved with up to 2" diameter material.
6. May tie the box to the cab using 1" threaded rod in four places. Maximum plate size of 6"x6"x1/4". The cab and box may be welded together and you may use a fill material to fill the gap between the cab and box.
7. All factory seams in the box only can be welded with 2"x2"x1/4" angle iron, or 3" strap.
8. Any tire is allowed on a rim no bigger than 16.5". No split rims.
9. Any bracing can be used inside the cab of the truck. A 4 point cage is required. The bracing can connect to the frame anywhere within the cab **BUT CANNOT GO PAST THE FIREWALL**. Bracing cannot go more than 12" behind the driver's seat.
10. A 6" diameter rollover loop will be allowed with 2 kickers (4 point). This loop can be connected to the cab or cage. The 2 kickers must come from the top of the loop down to a location no further back than the leaf-spring mount. This loop can be bolted to the floor or welded directly to the frame on the plates no larger than 8"x8".
11. All coolers or gas tanks must be mounted in front of the front leaf spring mount.
12. No more than 13 leaf springs per stack, no stagger needed.
13. All trailer hitches and braces must be removed.
14. May tuck roof down in 4 spots (these may not be connected in any way...must remain 4 separate spots) to hold the roof down to the body only, not frame. May use up to 1" bolts, 3/8" chain or wire.
15. Additional metal between the frame and axle up to 4 inch diameter will be allowed to gain height, must be done vertical and not connecting each side, may be welded in. Bumpers must be under 30" height.
16. 12-3/8 or 6-3/4 bolts can be used on each side of the box to bolt it together with plates not to exceed 5'x5' x ¼"
17. You can have a 3" x 3" angle or square tube across your radiator support with 2 kickers (3"x3") attached to the frame in front of the front axle to the top side of the frame only!
18. Any pre-1970 truck frame must be under 7-1/2" in height.
19. Bent frames may be repaired with ¼ inch metal 1 inch past the bend, but only on one side of the frame. The patch may be welded solid on the outside, no plug welding. You can only repair the frame once in each place. No re-patching or layering of patches.

Stock Mini Vans, Suv & Compact Trucks Rules

1. No motor mounts modifications. No welding or chaining of motor mounts. Can run 4,6 or 8 cylinders, but must be stock for the car you are running. Must have stock exhaust.
2. May use stock ignition or push button and toggle switch.

3. Must use stock shifter in factor position.
4. Dash bars are optional.
5. You may weld rear ends in Mini Class only.
6. No torching of fenders. Must be totally stock appearing minus the lights, chrome, etc.
7. Tire: Air tires only. Tubes and stem protectors will be allowed. Any 6 ply tire may run xtra bead on outside of tire.
8. Gas tanks and Battery boxes secured and covered inside car. All factory gas tanks must be removed from stock location.
9. Four chains or wire on hood and on trunk, plus hinges. Chains or wire cannot touch in any way but may go around bumper or frame.
10. Bumper rule: May weld bumpers on. NO EXTRA METAL. May run 80's car bumpers. Bumper seams can be welded. If the ends are cut off the bumpers, they must remain open you cannot cap them. No stuffed bumpers.
11. Must have a bar behind the seat from driver's side to passenger's side with plates no larger than 6x6.
12. You will be allowed a 4" diameter bar with 6"x6" plates on the ends mounted door to door behind the gas tank. This bar cannot be attached to any other interior bars, tank, coolers or floor.
13. Doors must be chained or wired. 2 chains or wire per seam. Driver's door may be welded solid for driver's safety. 3 inch wide x 3/16 inch flat stock.
14. If you have a rusted away body mount, you will be allowed one chain loop per mount to reconnect the body to frame.
15. No auxiliary transmission coolers.
16. Must have 2 straps in front window.
17. NO ALL WHEEL DRIVES! In the mini class if you run a 4-wheel drive you must remove one of the drive shafts.

MID-SIZE 108 WB AND UNDER FWD ONLY

1. All doors and trunk lids may be fastened shut by 3 strands #9 wire or 3/8 chains. NO BINDERS (4 locations per door and trunk lid) on the outside door seams, top of trunk lid only, NO TAPE unless used as one of your locations and no more than 2 inches wide. Driver's door may be reinforced and welded for driver's safety. No wire in window openings or roof to floor, SEAMS only! (on a 4 dr.car if you wire or chain front and rear doors together with one chain around post in middle of car this counts as 2 locations, one location for front door and one for the rear door.
2. Two front cradle mounts may be removed and use 3/4 bolt to bolt solid, rest of frame and mounts must be stock only without any added bolts, wire or welding.
3. Bumpers must be wired or chained, two locations to frame or to hood Fiberglass or rubber bumper cover must be fastened well or be removed.
4. Cutting fenders for tire clearance is allowed, no bolting or welding of fenders.
5. Tucking the trunk lid is allowed fastened on top of lid only, may crease trunk 4 inches max in middle from stock location, fenders must stay upright, body creasing and tuck can be done, no more than 50% of panel.

6. Hoods may be fastened shut with (3 strands) #9 wire of chain (3/8) in a max. in 6 locations to sheet metal only (two may go to bumper). Locations may not connect together, must be separate. Hoods will have holes large enough for fire extinguisher access and must be open for inspection, no bolting or screws in hood openings.
7. Engines may be wired, chained, in two locations, mounts can be made solid if not reinforcing cradle, 4 or 6 cyl. engine, must be stock for vehicle.
8. Stock axles, with no bracing or modifying of brackets. No 4wd or awd one must be disabled.
9. Body mounts, suspension and shocks must be stock only, may weld or clamp strut shaft to strut to gain height. NO REINFORCING STRUT, TIE RODS OR REAR TRAILING ARMS, must remain stock.
10. Transmission coolers are not allowed unless came factory, may alter transmission linkage, modified ignition switches and headers are allowed. May alter gas and brake pedal.
11. Any ply tire allowed, stuffed ok. stem protectors allowed, wheel weights must be removed. May add an outer flap (extra sidewall) to outer side of tire for protection. May screw or glue beads to rims.
12. Fuel tanks must be removed and located in back seat securely fastened, no bungee straps and completely covered with a nonflammable material. If running electric fuel pump, power source must be well labeled (fuel pump) in large bold lettering.
13. Two batteries allowed and must be moved to passenger front seat, securely fastened, no bungee straps and covered with a nonflammable item.
14. Safety bars in or on top of the dash and behind seat are MANDATORY with a max. 8"x8" mounting plate. 4 inch diameter max. material, may connect dash to seat bar with no down bars to floor. You may run roof (halo) bar, but can only be attached to seat bar, may not attach to floor. All cage material can be no further forward than firewall and not further rearwards of the most forward side of rear wheel well tubs. (2 WINDSHIELD BARS OR #9 WIRE). Added bars in front of the driver from the front cowl up to the roof will be MANDATORY 2 inch max. diameter to keep hood from coming into drivers compartment, attachment point bolted or welded no more than 5 inch square, may also have drivers door window netting. No rear window bars allowed, no wire in any other window openings, no wire from roof to any location other than specified.
15. Boundaries will be observed at all times. No deliberate pushing out of bounds.
16. Two fires allowed before elimination.
17. Stock cooling systems only.
18. FRONT BUMPER FASTENING - No adding bumper brackets other than specified. Any automotive car bumper may be used - bumpers must be cut down to fit width of car, seams may be welded. May use a completely flat 3x3-1/4 inch thick square tube inside bumper or attached to car with front-side covered with a chrome skin (length of tube can be no wider than 3 inches wider than frame-rail on each side). Crush zone on front frame rail may be removed, bumper shocks can be welded or removed, bumpers can be welded directly to frame. For mounting purposes you will be allowed to add a piece of tube 4x4-1/4 thick-6 inch long max. size that may be slid into frame and welded to your desire depth. You may also use the aid of a flat mount plate per frame rail 5x5-1/4 thickness square plate to cap frame rail to be able to attach bumper to car, weld them well, we don't want any bumpers falling off. IF THE RULES TO NOT SAY IT, DO NOT ASSUME THAT YOU CAN DO IT. THIS IS A LOW BUDGET CLASS!!! JUDGES DECISION IS FINAL!!!