

2021 BLUE EARTH COUNTY FAIR SUMMER SLAM

Demo Derby Rules and Regulations

80's Stock Rules

For questions about rules contact Kollin Lange at 507-766-5031

This is an 80s stock class, metric cars only and no 03 and newer ford frames.

1. Headers through hoods allowed. 4-3/8" bolts allowed per header opening or 8 max.
2. Stock gas tank must be removed and a 10 gal. max fuel tank must be located inside the car strapped securely, no bungee straps, and properly covered with a non-flammable material. You may have a gas tank protector in the center of the back seat area, must be free floating off the seat bar a minimum of 6" off the floor. Protector can be a max 24" wide, 4" diameter, at least 1" away from sheet metal (No pounding of sheet metal). Gas tank must be mounted to protector OR floor, not both.
3. You may alter ignition and starter wires.
4. Any Air filled and ply tire allowed. Valve stem protectors are acceptable, skid-loader, ag, or stuffed tires are ok. You may run full centered rims with outer bead stiffener. The rest of the rim must remain factory and not re-enforced.
5. Any radiator allowed (No Radi-barrels) in stock location and must be filled with water or anti-freeze only. You may run electric fans, may be strapped with seatbelts, strapping, etc.
6. Transmission coolers are allowed bolted to sheet metal only, or you may loop trans lines together with a piece of steel tubing or rubber trans line double hose clamped. No engine coolers.
7. Stock rearend may be swapped from any automotive car, no bracing, 5 lug only. No aftermarket axles, must be stock. You may weld and swap the gears, you may weld brackets to rearend to make fit. You may lengthen or shorten control arms, cut and re-weld overlapping 1", or adding a pair of flat straps to the end of the control arm to extend. Aftermarket pinion yokes allowed, pinion brakes allowed! No leaf conversions, no watts link conversions, no hump plates. You may run driveshaft of choice (Sliders allowed).
8. Bumper may be welded to shock or directly to frame, front frame may be shortened from core support forward. No relocating of core support brackets or mount holes, shocks may be collapsed and welded. No welding beyond 4" from end of the frame backwards, you may plug weld within the 4" limit. You may add 3/16" x 2" angle iron for mounting bumper to frame, may add small filler material between bumper and frame to fill gaps, anything deemed excessive will be removed. No extending shocks to make longer than stock, if you choose not to weld shocks they may be bolted, wired, or chained to the frame up to 4 inches back from front of frame. Bumpers are interchangeable from any mass produced car, may trim ends, may load bumper and weld inner to outer structure. If you choose to build a bumper you may use up to 4"x4" tubing with a 4" max point.
9. Must have 2 windshield bars (2" max width, 1/4" thick – Flat, round or square) may tie bars together in 2 locations OR #9 wire from cowl to roof to prevent hood from coming into drivers compartment. You may run a single rear window bar in the center of the rear window track (2" max width, 1/4" thick – Flat, round or square) bolted or welded within 5" max of rear window track and no fasten plate any larger than a 4" square. Any plate or bar beyond 5" of window track in stock location will not pass and will be removed. Must have a 5" gap from window bar to roof sign (cannot re-enforce with roof sign).
10. May tuck trunks 50% only fastened on top of lid only. Trunks may be wired, chained, or bolted in 6 locations in any combination of the following ways: 3/8" chain, (2" max width, 1/4" thick – Flat, round or square.), 2"x2"x3/16" thick angle iron welded to sheet metal with one 3/8" bolt, 3/8" bolt thru drip-rail with 2" max washer. You may also add 2 extra chains or wire from trunk lid OR roof to rear bumper. Speaker deck must remain intact and unbent, trunk lid and rear quarter panel can be creased max of 2" from its factory location, no double layers! Fenders must stay upright maximum 6" crease at tuck.
11. Hoods may be fastened in 6 individual places in any combination of the following ways: 3/8" chain, (2" max width, 1/4" thick – Flat, round or square), 3/4" bolts welded to sheet metal with a 5" max washer free floating on hood, 2"x2"x3/16" thick angle iron welded to fender underneath for hood pin on or 1 welded on top of hood with 1 on fender with a 3/8" bolt bolt securing the 2 angle irons. You may add 2 additional locations of chain or wire from core support to frame or bumper. Hoods may be folded/bent over core support in factory location. You are not allowed to move hood forward. You are allowed four 3/8" bolts per hood opening or 8 total.

Page 2—80's Stock/Powder Puff Rules Continued.

12. Driver's door may be welded shut, highly recommend re-enforcing driver's door for safety re-enforced no longer than 4" past door seam. Window netting allowed in driver's door only. Doors must be fastened in a maximum of 2 places per seam in one of the following ways: 3/8" chain, #9 wire (4 loop max.), or welded with a 3"x3" plate. The bottom door seams only may be chained or wired thru the bottom of the door and around the frame 2 per seam on a 4 door car, 4 per seam on a 2 door. Total of 8 locations may go around the frame – no using washers around holes, nothing in window openings other than one location in rear doors may go from roof to frame/door bottom and will count as 2 of your 8 locations.
13. Frames must remain factory other than stated in the rules. You may pre-bend or notch rear frame rails, absolutely no tilting or cold bending (do not touch the flaps!) You may pound in rear frame hump outer contour 1" max depth a total of 12" in length each direction down from the center of the hump. No other frame shaping allowed.
14. Suspension – You may weld you upper A-Frame only. This can be done by using a 2" flat strap from top A-Arm to the spring bucket only. You are allowed 1 strap per A-Frame, do not re-enforce A-Frame or you will cut! Balljoints and tie rods must be stock. You may use spacers in coil springs to gain height but must not exceed 28" to top of bumper. You may double rear coil springs to gain height, you may wire them in to keep them from falling out. You may run 2 strands of wire or 3/8" chain from rear axle to frame in 2 locations, you may also run 4 strands of wire or chain from frame rail to frame rail behind rear axle.
15. Batteries must be placed on passenger side floorboard and properly secured to sheet metal only and covered with non-flammable material. 2 batteries allowed.
16. You may alter steering column from gearbox to steering wheel to prevent steering loss, the rest of the components must remain stock. No changing steering boxes, no adapters – No full floor double gas/brake combo's – Aftermarket individual pedals are allowed. These pedals cannot be tight against firewall and may be bolted in with (3) 1/2" bolts per component to sheet metal only.
17. Two front radiator bushings may be removed and bolted solid or you may use a 3" max diameter washer (spacer) with a 3/4" bolt thru the core support that can be used as a hood pin. All other body bolts and mounts must remain stock and in position between the frame and body. If you have a rotted mount you may wire from floor pan to frame to repair or you may use a 1/2" bolt with a max 2"x2"x1/4" washer (stock rubber must remain in place!). Only 8 locations throughout the entire car will be allowed to go from body around frame.. this includes door bottoms so if you need to repair a body mount you must remove one from door bottom.
18. No welding leaf springs or adding extra leafs. No added leaf clamps, if factory band is broken you may use 2 strands of #9 wire to repair. Max 3 per leaf pack. Repair only, not additional.
19. No welding or bolting any body seams. Must be stock appearing other than specified, no creasing or pinching of sheet metal for body enhancing , or will be cut.
20. Cutting for tire clearance is allowed, you may cut slits and roll. No bolting or welding fenders.
21. Motor and transmission of choice, a lower cradle with front plate will be allowed with a stock size lower mount. Pulley protectors allowed if sway bar is removed. You may also wire or chain motor in place in 2 locations, these must go around frame rail or directly down to factory engine cradle and welded with one link of chain. Do not use firewall as a brace or it will be cut, judges decision final!
22. Cage – You must have a seat bar from door to door with a max 12"x12" plate on ends. This can be welded or bolted to the body. You may also have a dash bar with no forward straps to the firewall but you may run 2 wires from dash bar to top of cowl. Dash bar must be a minimum of 5" from the firewall. You may connect dash bar to seat bar with side bars - with no down bars to the floor (other than drivers door for safety, you may have one in middle of drivers door to floor not frame!) Rollover bar recommended, must be attached to floor and seat bar, not frame! Only 2 3/4" bolts to attach halo to the roof. Halo must be vertical, not angled. No excessive plates for re-enforcement. No re-enforcing trans or driveshaft tunnel, all cage material no further than 10" back of drivers seat other than gas tank protector outlined in gas tank rule. Cage material must not exceed 4" diameter material, and not to exceed 60" total length.
23. If you need to relocate trans crossmember you may weld a piece of 2"x2"x1/4" angle iron 6" long to frame to set crossmember on. Crossmember can be a max of 2"x2" box tubing and must be a single straight piece. Crossmember may be welded or bolted in place, trans may be wired or chained to crossmember.
24. Distributor protectors are not allowed! Lower cradle with a front plate are allowed (pulley protector allowed with no sway bar), Sliding driveshaft allowed. Carb protector and header protectors allowed but must be no further back than the forward most part of the distributor.
25. Repair plates can be a max of 4"x6" – 1/4" thick. Maximum of 8 plates per car based on proof of bend (Send pictures). If bend cannot be proven plates will be removed. Plates must not touch, a gap is required between repair plates.

2021 BLUE EARTH COUNTY FAIR SUMMER SLAM

Demo Derby Rules and Regulations

MINI-VAN, SUV, COMPACT TRUCK RULES

If you have any questions if your vehicle fits in this class or have questions about the rules please call/text ahead!!! No 2004 and newer Dodge Durango's

For questions about rules contact Kollin Lange at (507)-766-5031.

1. No all wheel drives, if you have a 4-wheel drive you must remove 1 drive shaft
2. No motor mount modifications, no welding of motor mounts. You may chain engine to engine saddle in 2 locations but nothing can extend out to the frame rail. You may run a 4, 6, or 8 cylinder engine. Must be direct bolt-in with no homemade or aftermarket mounts. Cannot relocate or modify transmission crossmember. You are allowed a lower cradle on your engine, no pulley protectors.
3. Push button and toggle switch for ignition allowed. Electric fuel pumps must have a shut-off.
4. You may run the stock shifter or a single rod type shifter in its place.
5. Dash bars are optional, must have a back seat bar, 4" max material attached to door post. You may have a 6"x6" mounting pad to the pillar. 4 point square allowed around the driver with 1 down bar on the driver's side only to the floor NOT the frame. A roll-bar is recommended, you may only weld this to the side bars or rear seat bar. You may run an additional bar directly behind fuel tank as a protector, may be welded sheet metal to sheet metal directly behind gas tank if you choose not to weld it off of rear seat bar.
6. You may weld the gears in the rear-end to create posi-track.
7. You may run tires of choice, wheels of choice with up an 8" weld in center. You may weld on valve-stem protectors but no other welding will be allowed to re-enforce the wheels.
8. Vehicle must be totally stock appearing minus lights, chrome, plastic etc. You may cut fenders for tire clearance but no bolting of the fenders.
9. Gas tanks and battery boxes will be secured and covered inside the car, factory tanks must be removed if located behind the rear axle. If the stock gas tank is located in front of the rear axle, you may run it at the official's discretion. If it becomes a safety issue you will be disqualified!
10. You may fasten hood and tailgate/trunk with 4 chains or loops of wire plus the stock hinges. Chains or wire may not touch other fasten points in any way but can go around bumper OR frame.
11. Bumpers can stock for your vehicle, can run 80's or old iron bumpers. You may seam weld bumpers. If you choose to build a bumper you may use up to 4"x4" tubing with a 4" point maximum. No Chrysler Pointy Bumpers will be allowed in this class.
12. To mount your bumper you may use a 4" x 1/4" piece of flat steel 6" total length welded on the outside of the frame. There are 4 side's to the frame, you choose which side to put it as long as it is not INSIDE the frame. If you choose not to use this plate you may collapse the stock bumper shocks and weld bumper solid to shocks, shocks to frame. If your frame starts out shorter than the core support or sheet metal call the officials for further instructions.
13. Doors must be chained or wired with 2 per vertical seam; driver's door may be welded solid with nothing bigger than 3" wide 3/16" flat strap. You may re-enforce outside of driver's door for safety 4" past the front and rear seam.
14. If you have rusted out body mount you will be allowed one 3/8 chain loop or loop of wire per mount to re-connect.
15. No transmission coolers or other coolers mounted inside the vehicle, if the vehicle came with the cooler it can remain on the vehicle in the stock location if you'd prefer to keep it.
16. Suspension must remain factory, no additional leaf spring clamps can be added.
17. You must have 2 straps in the windshield area for safety. These straps may be up to 2" x 1/4" flat strap or you may use #9 wire for safety bars.
18. Frame Repair – You may weld a 4" x 6" x 1/4" thick plate past the bend on pre-run vehicles. You are allowed 8 plates MAX per vehicle. Plates must start with a gap between them, 1/2" bead max. Bend must be proven, contact me ahead of time with photo evidence.
19. IF IT DOESN'T SAY YOU CAN DO IT, DON'T!
20. Officials Decision is final.

2021 BLUE EARTH COUNTY FAIR SUMMER SLAM

Demo Derby Rules and Regulations

1/2-3/4 ton Light Build Truck Rules

For questions about rules contact Kollin Lange at (507)-766-5031.

1/2-3/4 ton trucks allowed. Single cab, extended cab, crew cab, and suburbans allowed.

HOODS may be fastened with 6 hood downs total. 9 wire, 3/8 chain, 3/4" redirod. Front two may be welded down to the side of the frame with no added metal, all other hood downs must be sheet metal to sheet metal. Hood washers must be 5x5x1/4 or less. 2 wires may be added from the core support down to the front bumper. May add 8- 3/8 bolts to hold hood skins together around headers. **MUST** have 2 window bars or 9 wire in the windsheild.

DOORS may be chained, wired, or welded in 2 locations per seam. Welded plates must be 3x5x1/4 or less material. Drivers door may be welded solid on the outside only. Drivers window net recommended.

TAILGATES must be in the upright position. May be chained, wired, or welded in 2 locations per seam. welded plates must be 3x5x1/4 or less material on the outside only. bottom 2 may be wrapped/ welded to rear bumper. Tailgates may be lowered and welded to the end of the frame rails to be used as a bumper as long as there is no other type of bumper used behind it. Rules apply to SUVs and suburbans also.

BUMPERS front and rear bumpers may be changed to seam welded, loaded car bumpers. Can not use front bumpers on the rear. May use a max of 4x4x3/8 square tube on the front and the rear. Front square tube may add a 4" point to the front of it. No sharp edges and must leave the ends open. Front bumper height no taller than 27" and rear bumper height no lower than 22" from the tops. No open frame rails. No Chrysler Pointys allowed.

FRAMES may not be shortened in any way. May add a 4x1/4" flat plate to the outside of the frame to be used as a bumper bracket no longer than 10" welded to the frame. If frame is bent may add plates. 8- 4x6x1/4 plates on frame total. 4 per frame rail. Must be on the outside of the frame and must prove bend. If not bent, you will cut plate off. Must have at least 1" gap between plates or will be removed.

TIRES Any ply tires allowed. No split rims allowed, may add 8" center to rim. No other welding allowed on rims.

SUSPENSION Front axle non leaf-spring trucks may weld down a-arms with 1- 2x4x1/4 strap per a-arm. Stock leaf springs only, no adding leafs. 4 leaf spring clamps per leaf pack allowed. No coil to leaf conversions allowed. May add 2- 3/8 chains from rear axle up through the box. 1/2 ton trucks may swap rear end to 3/4 ton rear ends, may weld posi, no braced rear ends allowed.

ENGINE/ TRANS May interchange motors and trans, no adding an engine cross member or any other braces to the frame. You may use a 5x5 8 inches long 3/8 max. thickness piece of tubing to weld solid to frame vertical or horizontal and build out from tubing to mount engine mount, cannot connect mount to mount, no homemade or car cradles allowed to tie rails together, can be gusseted back to tube but not to frame. Do not use firewall as a brace. May have 2 chains or wires to frame to hold motor in place, may weld motor mounts in size of factory mount. Engine must be bolted to mount with 2 bolts not welded. Trans coolers allowed if deemed safe, do not use rubber unbraided trans lines. Trans may be chained or wired to cross-member. Block saver lower engine cradles allowed without pulley protector. Dist. protectors, trans. Protectors, ultra-bells, steel tailshafts will not be allowed. Any driveshaft may be used, sliders ok. No radi-barrels must use a radiator in factory location, or loop hoses.

BODY BOLTS Trucks may have 8 locations of chains, bolts or u-bolts to secure box to frame, cab 6, and core support 2, (suburbans, suvs, may only use 10 total throughout cabin compartment and 2 at core support) 3/4 in. diameter max size bolts with plate size no larger than 1/4 inch thick x 6 inches square) bolts may be bolted through top of frame like factory or may weld to outside of frame, do not pin frame. Bolts **MUST** be ran VERTICAL. In addition u may leave original body mounts in factory location but must remain 100% stock rubbers included, if removed and bolted solid u loose option to use extra factory location.

BOX Roll over bar (strongly recommended) mounted in front of box, (must remain 5 inches gap min. away from top of cab, must stay vertical not angled) can bolt or weld to box floor or to box washer plates (not frame), no wider than frame on uprights, no wider than cab on top, may have kickers two feet back from uprights to support, and one crossbar across bottom of kickers to protect gas tank, roll over bar cannot attach to interior cage components. Box may be bolted to cab in 4 locations with 3/4 inch bolt size 5x5 plates. You will be allowed one location to wire box side to box side location of choice- cannot go to or around frame (4 strands of wire max, no chains) . No folding box-sides over to create a wedge.

CAGE MANDATORY— Must run a bar behind seat (no further back than 10 inches behind seat **THIS INCLUDES EXT. CAB AND CREW CABS**) and across dash may use 6x6 plates on ends, may connect dashbar to seat bar along with two down bars to floor on both driver and passenger door for protection. 5 inch diameter max. on cage material, only attached to cab, floor, or body mount plate not directly to frame. Suburbans, suvs may attach a floating gas tank protector off seat bar 24x24 protector must remain 4 inches away from any sheet metal. These are the only internal cage components allowed.

BATTERY/ GAS TANK—2 battery's max. allowed on pass floor, properly mounted and covered, **NO BUNGE STRAPS!!** Gas tank must be removed and one relocated in front of box, 8 gal. max. May use electric fuel pumps if well labeled (**FUEL SHUT OFF**).

MISC.—Stock steering components, may alter steering shaft from box to steering wheel, tie rods may be reinforced in center. Shifter may be altered, ign. and starter wires may be altered.

This is a low build class, if rules don't say u cant do it don't assume u can!!!

MUST REMAIN STOCK OTHER THAN STATED IN RULES.

2021 BLUE EARTH COUNTY FAIR SUMMER SLAM

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COMPACT RULES

*Any 4 or 6 Cylinder FWD EXCEPT Pre-79 El Dorado, Toronado, ETC. RWD Cars must be 108" or less wheelbase
For questions about rules contact Kollin Lange at (507)-766-5031.*

1. All doors and trunk lids may be fastened shut by 5 inch skip weld, #9 wire, or 3/8" chains on the outside of the door seams and top of trunk lid only. Drivers door may be re-enforced for drivers safety.
2. Two front cradle mounts may be removed and you may use 3/4" threaded rod or bolt to bolt solid, the rest of the body mounts must be stock with no added bolts, wiring, or welding.
3. Bumpers may be old iron, 80's, or a manufactured bumper. Manufactured bumpers may be up to 4" x 4" tubing with a 4" point. No Chrysler Pointy bumpers.
4. Cutting of fenders for tire clearance is allowed, no bolting or welding of fenders.
5. Tucking the trunk lid is allowed, fastened on the top of the lid only. You may crease the truck 4 inches max in the middle from the stock location. Fenders must stay upright, body creasing and tuck may be done, no more than 50% of the panel.
6. Hoods may be fastened in 6 locations. You may use up to 3/4" bolts sheet metal to sheet metal (Core support mounts count as 2 of 6), #9 wire, or 3/8 chain. These 6 locations must not connect together. Hood must have a hole cut in case of fire, hood openings may have up to (4) 3/8" bolts per opening or 8 3/8" bolts total.
7. Engines may be wired or chained in 2 locations and can go around the frame one loop only. No engine protectors will be allowed. You may re-enforce motor mounts, header protectors and carburetor protector will be allowed but must mount to the engine or upper (front) engine mounts only. You may replace lower stock engine and trans mount with no larger than a 3" piece welded vertically to cradle below...this must be straight up and down, not angled creating a kicker or it will be cut off!
8. Stock axles with no bracing or modifying of brackets... all 4WD or AWD must be disabled.
9. Body mounts, suspension, and shocks must be stock only, you may weld the front strut shaft to gain height. No re-enforcing the strut.
10. Transmission Coolers are allowed, you may alter the transmission linkage, modify your ignition, headers allowed.
11. Any tire allowed, stuffed ok, stem protectors allowed. Wheel weights must be removed! You may add an outer flap (extra sidewall) to the outer side for protection. You may screw or glue beads to rims. Solid wheels ok, no bracing can extend outside the stock bead area.
12. Fuel tanks should be removed and located in the back seat area securely fastened and covered with a non-flammable material. If the fuel tank is in front of the rear axle you may run in stock location at the official's discretion. If this becomes a safety issue you will be disqualified! If running an electric fuel pump you must have a shut off clearly marked.
13. One battery allowed and it must be moved to the passenger side front floorboard and covered with a non-flammable item.
14. Safety bars in or on top of the dash and behind the seat are MANDATORY with a max 8" x 8" mounting plate. All cage material can be a max of 4" diameter. You may run side bars from the front to rear bar with a max of 2 down bars per side to the floor. You may run a roll-bar but it can only be attached to the seat bar unless it is being used as one of your downbars. All cage material can be no further rearward than the most forward side of the rear wheel well tubs.
15. You must run 2 front windshield bars for safety. These bars may be up to 2" max diameter and attach from the cowl to the roof. The attachment point may be welded or bolted, no more than a 5" square. You may also have a driver's door netting. No rear window bars allowed, no wire in any other window openings, no wire from roof to any location other than specified.
16. Stock cooling systems only.
17. FRONT BUMPER FASTENING: Can be done only 1 of the 3 following ways... You are allowed to cut out the crush zone at the end of front stubs and will be allowed to re-fasten factory bolting tabs by welding no more than 1" from end of frame.
#1 – (HARDNOSE) You may use 1"x1" angle iron 1/4" thick or less to weld one inch width of angle to frame and one inch width to bumper on 4 sides of the frame.
#2 – (STOCK SHOCK) Bumper can be bolted to the shock and welded around the flange, shock bolted to the frame with one pass of weld around factory bolt tabs. Shock may be welded solid.
#3 – (HOMEMADE BRACKET) You may use a maximum 13" long 3" x 1/4" thick flat plate welded to the bumper and the frame. Do not exceed 13" on the frame or you will cut!
18. If the rules do not say you can do it, don't! Officials decision is final.

2021 BLUE EARTH COUNTY FAIR SUMMER SLAM

Demo Derby Rules and Regulations

LIMITED WELD

For questions about rules contact Kollin Lange at (507)-766-5031

1. Any American made car can run with the following exceptions; No 1973 and older Chrysler Imperials, No Suicide Lincolns, no 4x4's, ambulance, hearses, trucks, or limousines. 2003+ Ford's allowed with stock cradle and components. Body must be a direct bolt on, GM to GM, Ford to Ford, Mopar to Mopar etc.
2. Stock gas tank must be removed and a 10 gal. max fuel tank must be located inside the car strapped securely, no bungee straps, and properly covered with a non-flammable material. You may have a gas tank protector in the center of the back seat area, must be free floating off the seat bar a minimum of 6" off the floor. Protector can be a max 24" wide, 4" diameter, at least 1" away from sheet metal (No pounding of sheet metal). Gas tank must be mounted to protector OR floor, not both. Electric Fuel pump is allowed.
3. Batteries must be placed in passenger side floorboard and properly secured to sheet metal only and covered with non-flammable material. 2 batteries allowed.
4. Aftermarket shifter allowed, gas and brake pedal allowed, trans cooler allowed, aftermarket steering column allowed.
5. Hoods may be folded/bent over core support in factory location. You are not allowed to move hood forward. You are allowed four 3/8" bolts per hood opening or 8 total.
6. Bumpers are interchangeable from any mass produced car, may trim ends, may load bumper and weld inner to outer structure. If you choose to build a bumper you may use up to 4"x4" tubing with a 4" max point. Bumper height 28" max to top of bumper.
7. Bumper Brackets: Must be stock (Chrysler shocks may not be extended) OR you can weld (1 per rail) a 14" long 4" wide 3/8" thick flat plate on one side of the frame (Top, Bottom, Inner, Outer) must not be inside the frame. You may bend the plate into an (L) on the front to weld to bumper. You can weld your brackets (Stock or plate style) 14" from the end of the frame max., no welding or bolting beyond that. Do not move your core support or core support mount.
8. Body Mounts – You must have a 3/4" spacer between body and frame (Y-Framers without spacers are exempt from spacer rule) either use factory spacers or solid spacers. Body bolts can be replaced with up to 3/4" bolts, must be up inside frame only, can use nothing bigger than a 5" washer inside body, body bolt washer inside frame can be size of body washer (5"). Core support threaded rod may be up to 1" rod. Core support spacer can be removed and sucked tight or you may use up to 3" diameter 1/4" thick material as a spacer. Spacer can only run from bottom of core support to factory mount, you may not extend spacer thru core support. This spacer can be welded to the core support and factory mount with no added material.
9. Hoods must be open for inspection. Hoods may be fastened in 6 individual places, you may use #9 wire, 3/8" chain, or 3/4" bolts. If bolting, 4 points must be sheet metal to sheet metal, front 2 can go down to core support or side of frame with 3/4" threaded rod with a 5" washer. If bolting you may weld a 3"x3" angle iron to sheet metal and bolt with 2-3/8" bolts per angle iron.
10. Doors – Drivers door can be welded solid and re-enforced 4" past the seam. All other doors can be wired, chained, or 5" skip welded using 3" wide 1/4" thick flat strap. You may add a strand of #9 wire from roof in rear door area around frame (4 loop maximum).
11. Trunk-Lid/Tailgate – Trunk lid can be wired, chained, or 5" skip welded. Trunk can be tucked, you may run (2) 3/4" threaded rods thru front trunk body bolts up thru deck lid with a 5" washer. You must have an inspection hole in the trunk unless it opens. Tailgates can be wired, chained, or 5" skip welded. Trunk lid must remain a minimum of 10" off of the trunk floor at body mount elevation. Speaker deck must remain a minimum of 5" off of the sheet metal directly below it.
12. Body – You may only shape the body on the exterior of the car. No creasing inside the trunk or in the interior of the car. You will be allowed (5) 3/8" bolts per fender opening to bolt the inner and outer fender together.
13. Frames – Frames must be stock unless otherwise stated. You may shorten frame in front of core support mount only. You may weld the top seam from the A-Frame forward with a 1/2" bead maximum. Frames with a "Y" may close in the "Y" or add a piece of 1/4" cut to the size of the hole only, no overlap! You can run a 3/8" chain from frame rail to frame rail side to side behind rear humps. You may cut and tilt cars in 1 direction in 1 location only. You get 14" of weld to do so. If you do not cut and tilt your car you may use that 14" of weld to weld your factory seams from the firewall mounts forward. If a factory seam weld is missing or a spot was missed you may weld that as part of your 14.; this spot must be painted for inspection and photo evidence must be sent prior to the show.

Page 2—Limited Weld Rules Continued.

14. Suspension – You can tighten up torsion bars on Mopars, you may weld down upper A-Frame with nothing larger than 3" flat strap ¼" thick. This may go from the top of the A-Frame straight down to the spring bucket only. You may weld one on the front side, one on the rear. You may swap front coils out with any OEM spring (big block etc.) but aftermarket front coils cannot be used. You may run 3/8" chain or #9 wire around the rear hump to the rear-end housing. This may not go thru the body on a full-frame car. You may replace A-frames with a direct bolt on (Crown Vic to crown vic etc.) Watt's link conversion is allowed but all brackets must be only large enough to hold a stock style sized control arm and not gusseted. Control arms must be mounted in factory location and not moved to reinforce the car (Bottom control arm mounts cannot attach to package tray). All factory brackets must be completely cut off car. Brackets may not be any thicker than ¼" material.
—Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 9 leaf springs per side no thicker than 3/8" thick and no wider than 2 ¾" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can re-clamp springs, 4 clamps per side with only 2 being homemade. Homemade clamps can't exceed 2x4x1/4".
15. Rarends – Any rearend with bracing allowed, axle savers ok. Pinion brakes ok, bracing on rearend may not strengthen the structure of the car in any way. You may stuff stock trailing arms, they can be lengthened or shorted for pinion angle and be re-enforced, must start as a stock trailing arm!
16. Drivetrain- Sliding driveshafts allowed, Steel bellhousing and tailshaft housing with no braces OR a stock transmission with a skeleton type brace (Topside only) will be allowed. Transmission must be mounted in a way that it can slide back if the mount breaks loose. Lower engine cradle with front plate is allowed, pulley protector allowed with removal of sway bar. Carb protector and header protectors allowed but must be no further back than the forward most part of the distributor.
17. Transmission coolers are allowed bolted to sheet metal only, or you may loop trans lines together with a piece of steel tubing or rubber trans line double hose clamped. No engine coolers.
18. Cooling – Radiator must be in stock location, no foam on the sides (Core support must be visible). You may put an A/C condenser only in front of your radiator... nothing else. You may attach this with up to (4) 3/8" bolts or tie it in with #9 wire in (4) locations.
19. Wheels and Tires – You may use wheel and tire of choice, full centers allowed with a 1" lip guard on the outside, valve stem protectors ok. No other re-enforcing allowed.
20. Steering – Stock parts must remain on the car unless otherwise stated. You will be allowed to run tube type tie-rods with aftermarket ends (stock size) or you may weld up stock tie rods.
21. Cage – You may run up to 4" diameter cage material. You may run a dash bar, back seat bar, driver's door bar, and passenger's door bar. You will be allowed a total of 4 down bars from your cage to the top of the frame, all down bars must be behind the front door seam and no further back than the rearward most part of the cage (vertical only). Halo allowed, if it goes to the frame this will count as 2 of the 4 down bars to the frame. Total sidebar length not to exceed 62" length (excluding gas tank protector.) All cage components must remain at least 4" off of the floor at body mount elevation except your 4 downbars.
22. Window Bars - Must have 2 windshield bars (3" max width, ¼" thick – Flat, round or square) may tie bars together in 2 locations OR #9 wire from cowl to roof to prevent hood from coming into drivers compartment. You may run a single rear window bar in the center of the rear window track (2" max width, ¼" thick – Flat, round or square) bolted or welded within 5" max of rear window track and no fasten plate any larger than a 4" square. Any plate or bar beyond 5" of window track in stock location will not pass and will be removed. Must have a 5" gap from window bar to roof sign (cannot re-enforce with roof sign).
23. Repair plates can be a max of 4"x6" – ¼" thick. Maximum of 8 plates per car (outside of frame only) based on proof of bend (Send pictures). If bend cannot be proven plates will be removed. Plates must not touch, a gap is required between repair plates.
—FRESH CARS – You will be allowed 2 plates in position of choice (outside of frame only) on a fresh car.
—If re-stubbing a pre-run car call ahead.
24. Rust Repair - You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out, weld 1" beyond rust. Call before fixing any rust on the frame. The rust can be cut out, a piece cut exactly to the hole size 1/8" thickness may be butt welded in. Do NOT grind welds.
25. If it doesn't say it in the rules, assume you cannot do it! If you have questions, call ahead!

2021 BLUE EARTH COUNTY FAIR SUMMER SLAM

Demo Derby Rules and Regulations

MODIFIED WELD RULES

For questions about rules contact Kollin Lange at (507)-766-5031

General Rules

1. ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.
2. Any American made car can run with the following exceptions; no 4x4's, ambulance, hearses, trucks, or limousines.
3. Driver must wear a seat belt, helmet, and fire jacket.
4. Judges decisions are FINAL!!!

IF THE RULES DO NOT SAY YOU CAN DO IT THEN YOU CAN'T!!!!!!!!!!!!

CAR PREPARATION

1. All cars must be stock, unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
3. All trailer hitches and braces must be removed.
4. You must have a number in Bright colors on each front door and must have a 15"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
5. All cars must have working brakes at inspection. If the car is not able to exhibit the ability to stop it will not be inspected.
6. NO welding other than what is mentioned in this set of rules. If your car is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!

BUMPER

Bumpers are interchangeable. Any automotive bumper may be used on any car, but no more than one set of bumper brackets may be used. Bumper brackets must be one of the two following methods.

- First way - the factory bumper bracket that came on the frame that you are running must remain on the same end of the frame they came in factory and must be in the factory location. You can weld bumper brackets to the frame (single pass only). You can weld bumper brackets and shocks to the bumper. You can weld shocks to shock brackets. You can collapse shocks, and you can bolt the shocks to the towers with 1/2" bolt or less, and it must be done vertically. - ** No brackets are allowed to extend any further back than the very front most part of your top-front a-arm bracket factory weld. All brackets must touch the bumper and cannot be cut apart to lengthen.

OR

- Second way - INSTEAD of using bumper brackets you are allowed to use ONE 4" wide x 3/8" thick plate extending from your bumper down either a side, or the top, or bottom of the frame choose only one cannot wrap a corner with it and cannot extend any further back than the very front most part of your top front a-arm bracket factory weld. You are also allowed to wrap this strap around the front of the frame 4" to create an "L" shape. This is to give you enough material to weld your bumper to the strap. Plate may be reconfigured but must stay only 4" wide max. Do not bend plate past 90 degrees when you reconfigure the plate. Plate may be welded on either side of the frame or the top or bottom, your choice. Do not abuse this rule YOU WILL CUT.

You may reinforce bumpers on the inside of the bumper. The bumper chrome must remain factory stock for the bumper you are using but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around.

Welding the bumper skins (chrome to inner liner) is allowed. Weld them solid, we do not want them coming off. Bumper height not to exceed 24" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or frame. Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails

Page 2—Modified Weld Rules Continued.

Front and rear bumpers may have 4 loops of wire from radiator support/trunk lid or deck (to sheet metal only do not go around core support bolts) to bumper (not frame). These cannot be placed in front of the radiator.

If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide at the tip of the point. The point may only extend out 4" from the flat part of the bumper.

FRAME

Shortening- You may shorten the front frame rails only. You may cut the frame off flush with the front edge of the body mount hole (core support mount). If it is a weld on mount leave the remaining portion of the body mount in place. If you remove the body mount completely or relocate it, you will not run. Cadillacs must remain 18" long from the front side of the spring bucket lip forward call if in question. And remember can only weld main frame seams no fingers or brackets coming off the frame.

FRAME WELDING

You may weld top and bottom frame seam only from the firewall forward. Front frames cannot be welded to side rails or boxes to side rails. Chryslers may weld from the back of the body mount bracket under the doors in the firewall area. 1/2" wide weld bead maximum.

Fords may weld the three seams cut to tilt the front but must be welded back like the factory welded it.

Factory K-Member cars can weld the K-member solid where they can achieve a single bead with no filler metal.

You may run (2) kickers total from cage (dash bar) to front frame BEHIND the A-Frame (1 per frame rail). These cannot exceed 3" x 3" material. This kicker cannot attach to your engine protector or window bars in any way. ***You may only add kickers if you have the 5" gap between dash bar and firewall/DP... if tight you will not get kickers!***

RUST REPAIR—Call before fixing any rust on the frame. The rust can be cut out a piece cut exactly to the hole size may be butt welded in.

FRAME SHAPING

No frame shaping of any kind anywhere.

HUMP PLATES

You can have a hump plate. Plate can be 22" long and 3/8" thick, max depth on hump plates is 8". Plate must be centered in the hump and follow the contour of the frame. Some point of the bottom of the plate needs to hang down just far enough for us to inspect the thickness of the plate. DO NOT DOUBLE YOUR HUMP PLATES!!!

FRONT SUSPENSION

Tie Rods and Ball Joints—Tie rod tubes may be manufactured but must stay close to the same length and must mount in the same configuration as stock. Do not re-engineer the way the steering components mount to the frame. You may use aftermarket ball joints these must be a manufactured ball joint replacement no homemade ball joints permitted.

Aftermarket tie rods may be used no bolts are permitted.

A-ARMS

Mounting brackets must be the factory a-arm mounts that came on the make and model of car they are on (no interchanging). A-arms may be welded or bolted down but may not be reinforced. You are allowed to use 2 – 2"x4"x1/4" straps to weld you're a-arm down. No other welding will be allowed on a-arms. If you choose to bolt them you may have 1" all-thread ran in place of the shock. This is the only method allowed to bolt them down. On the bottom a-arm you can have one 3x3x1/4" plate simply used as a washer (CAN NOT be welded). On top you will be allowed one 1 1/2" washer (CAN NOT be welded). You are not allowed any plate inside the spring pocket. Only a 1" nut and a standard 1" washer allowed inside the spring pocket. You may use the bolt and weld the a-arms both if you choose.

STEERING BOX – May be interchanged, Pitman arms must remain stock or stock replacement

IDLER ARM – Idler arm must remain stock or interchanged for an idler arm for that is off a car that is legal in the class you are running. Idler arm can be welded to the frame.

SPINDLES – Aftermarket forged, aftermarket fabricated, aftermarket fully machined, and stock reinforced spindles will be permitted. Must be 5 lug hubs/rotors. Spindles cannot reinforce the frame, or wheels in any way.

Page 3—Modified Weld Rules Continued.

SPRINGS - You can change coil springs to a stiffer spring to get your height or you are allowed to double your front coil springs by cleaning inter twining them together.

REAR SUSPENSION

Leaf springs must be stock and made of stock spring material, with a 1" stagger and no springs can be as long as the main leaf. You can only have a total of 11 leaf springs per side no thicker than 3/8" thick and no wider than 2 3/4" wide. The main leaf must be the top spring in the spring pack and leaf springs must go down from longest to shortest in minimum 1" stagger. You can clamp springs, 6 clamps per side with only 4 being homemade. Homemade clamps can't exceed 2x4x1/4".

You can change coil springs to a stiffer spring to get your height, do not raise the suspension any other way. You can bolt, wire, or chain coil springs to rear-end and frame to prevent springs from falling out, do not go through body as this would be another body mount. You may weld leaf spring mounting brackets to prevent them from becoming unbolted (single bead no wider than 1/2").

You can loop chain or wire (1 loop of 3/8" chain or 4 loops of #9 wires) from rear end to frame in 2 spots on each side, must go around frame, do not bolt the chain to the frame. If you do not choose to wrap your chain around the frame you will be allowed to weld the chain to the side of the frame. You can weld one link only to the side of the frame (if you weld chain to the frame it must be welded to the hump plate). And you may use a 1" bolt or all thread from your rear end housing to the package tray. You may use both the chain and the 1" bolt to help hold rear end in car.

You cannot leaf spring a factory coil spring car unless you choose to not run a hump plate.

REAR-ENDS—Use rear end of choice, but must be no more than 10 lugs. Welded or Posi-track highly recommended.

Back braces are welcome. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube and 10" on the remaining housing.

REAR END CONTROL ARMS can be reinforced. They must have a bushing or at least a bolt and pivot unobstructed whatsoever. They may be shortened or made longer for pinion angle. They must attach in stock configuration for the suspension setup you are using.

WATTS—Conversion is allowed but all brackets must be only large enough to hold a stock style sized control arm. Control arms must be mounted in factory location and not shortened/moved to reinforce the car (Bottom control arm mounts cannot attach to package tray). Brackets may not be any thicker than 3/8" material. You are allowed to replace or swap the package tray as a method of watts conversion. If you do this, you can butt weld package tray to frame with no added metal!

TIRES/WHEELS—Tires no bigger than 16 inch, No split rims, No studded tires. Doubled tires are ok – we don't want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims.

Wheels may have a bead lock on the inside side of the wheel but not on the outside. You may run a weld in center.

Outside of the rim may be reinforced but no bracing may extend past the outside edge of the rim. All wheels must start as a factory wheel and have a rubber tire mounted to the wheel.

ENGINE AND TRANSMISSION ENGINE CROSS MEMBER—You can plate your engine cross member on the top side only with up to 3/8" flat steel. The plate must be tight and conform to the top of engine cross member. All cars engine cross members will end at the point you reach the inside frame rail. No material may extend into the crossmember must weld to the surface only.

ENGINE

1. Use engine of choice, engine must be in stock location.

2. You have two options for tying in your engine:

If using a distributor protector Distributor protector allowed, must be attached to engine or transmission only, backside must be no wider than 12 inches. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump. After market cradles are allowed. If running a pulley protector, it must not come in contact with the steering stabilizer or extend past 2" past the water pump. No portion of the DP may extend past the heads more than 3" in width.

Engine can be attached to the engine cross member in four spots. The engine mounts being one spot and the second spot being one 3/8" plate welded from the bottom of the engine cradle to the center of the engine cross

Page 4—Modified Weld Rules Continued.

member no wider than 4", the other two spots are of your choosing but must follow the following guidelines:

—Mounts must be no longer than 8" long, mounts may only attach to frame engine cross member, must only be welded from cradle to cross member. Engine mounts may touch the frame, but they may not be welded to frame in any way. All cradles and protectors need to be one inch off frame rails.

If a distributor protector is not used you will be allowed your engine mounts as well as one 3/8" chain per side welded to the frame. ONLY two links may be welded per side.

TRANSMISSION Brace and Skid Plate, you may run multiple bars down or one solid plate that conforms to the he transmission and may run from the back of the heads or DP to the back of the transmission. If these bars or plate catch the sheet metal excessively you will be required to cut reliefs into the transmission tunnel. Your trans brace can only be 12" were it meets the transmission cross member. You are allowed to build a 90-degree angle where it meets the transmission cross member and it may be tied down with one 3/8" chain or 2 – 5/8" bolts with 1.5" washers or welded to the cross member for 6" total.

Transmission Cross Member—You must run the transmission cross member in the stock location for the car you are building. You can weld 2" angle iron no thicker than 1/4", no longer than 8" to the side of the frame to support the crossmember. If you pre-bend the frame, do not use angle iron to re-support the bent area. You may use the factory crossmember or it can be replaced with one of the following:

—A piece of 2" x 3" square tubing or 2" round tubing. The transmission cross member must be one piece and must be straight from side to side (No arched cross members). The transmission cross member is the only method which the transmission may be tied in. The transmission brace and skid plate can only meet the cross member over a 12" surface area. Cars that have frame extensions need to stay one inch off the cross member. The transmission cross member and supporting angle iron cannot tie into or run under the frame extensions on the Cadillac.

BODY

Body Shaping—You may only shape the body on the exterior of the car. No creasing inside the trunk or in the interior of the car.

Rust Repair—You can patch rust holes in sheet metal with sheet metal only. Do not cut rust out, weld 1" beyond rust. If your frame is rusted through, call for instructions on how to the fix the rust hole.

#9 WIRE RULES

You are allowed 2 spots with 4 loops of wire or one loop of 3/8" cable with nothing larger than 12" turnbuckle (turn buckle is only to tighten cable not reinforce car) in the door PER window openings and may go to the frame OR cross member (NO chain). All #9 wire going through the windows must stay in the passenger compartment and may not be twisted around the cage at all. The cage cannot support these wires in any way. They may touch the cage but if the judges feel the wire will not freely travel by the cage you will be asked to change it.

You may weld a washer on the body to run wire through it may only be a standard 5/8" washer. Nothing may be welded or added to frame to support or route wire.

You may tie frame rails together behind the rear end with 4 loops of wire or 1 loop of 3/8 chain or cable. This may go around the frame, it may go through a factory frame hole, or you can weld 1 – 3/8 chain link to the side of the frame to run the wire through, but do not reinforce the frame with the chain link or you will cut it off. This wire may pass through the trunk floor if you choose.

RADIATORS

When mounting the radiator, you must NOT reinforce the core support in any way. Radiator must be mounted in core support in factory location only.

You may have one or the other of the following in front of your radiator

- 1/4" flat metal that cannot extend past the front body mount bolts. May be attached with six 3/8" bolts or four 1" welds.
- Or
- An air conditioner condenser bolted using the same 6 – 3/8" bolts or wired in.

BODY MOUNTS

Bolts can be replaced with 1" bolts, body mounts can be replaced with steel spacers or a stack of washers but must be 1" thick and have the same diameter as stock spacers. Bolts may extend through body and have up to a 5x5x1/4" square or 6"x1/4" round washer on top. Do not weld body bolt washers to the body or frame. Bolts must be up inside of frame as factory and may not to exceed 8" long. If you choose to leave in the stock rubber pucks you must leave the metal cones inside the rubber puck. You must leave at least a 3/4 space if using the factory

Page 5—Modified Weld Rules Continued.

rubber spacer. Do not devise a way that enables you to suck them down tight.

Radiator support mounts can be removed, and you can suck the radiator support down solid.

No body mounts may be moved or added, do not shorten the front of your car past the body mount hole as your car will not run. The front frame must not be shortened to far that the 1" all thread must pass through the factory stamped hole. The all-thread may be welded to the side of the frame in this location.

Core support spacers may be welded to the body and core support mount. Single weld not bigger than ½". Core Support Spacers cannot exceed 3" square material.

HOODS AND FRONT CLIPS

Hood must have at least a 12-inch square hole cut out in case of fire. Any holes in hood may be bolted back together with 3/8" or less bolts and 1.25" diameter washer no more than a total of 12 bolts allowed to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts. You are allowed 8 spots to hold the hood on; you must have a minimum of 4 tie down spots. You may have up to 1" all-thread, it may go from the hood to the frame on the front bolt, but must go through the front body mounts, this may be welded to the frame after it passes through the body mount but may not be nutted underneath the body mount if it is welded. All other tie down spots must be sheet metal to sheet metal only, and the hold down bolts cannot exceed 8" in length! All hood bolts must be placed outside the windshield bars. You may have plates for hood tie down, not to exceed 5" x 5" x 1/4" square or 6" x 1/4" round and can be welded to the hood.

FRONT CORE SUPPORT

Cannot be moved back from its factory location. It must stay BOLTED to the fenders the same way that it came factory.

WHEEL WELLS

You may cut wheel wells for tire clearance. Fenders may be bolted back together with 10 -3/8" bolts or less with 1.25" diameter washers. No rolling your fenders and welding them. If you wrap or fold your fenders around the front of the core support do not exceed 4 – 3/8" bolts with 1.25" washers to bolt back to the core support of fender.

FIREWALL

Firewall—You are allowed to lay the firewall flat by cutting reliefs and pounding flat. If you shape the firewall or weld it to reinforce it, you will cut the firewall out anywhere it is deemed to be reinforced. If you add any metal to the firewall you will be loaded without the opportunity to fix it.

Window Bars—For safety, all cars must have (2) windshield bars extending from the roof of the car to the firewall/dash, straps cannot be any larger than 3/8"x 3" flat strap, and must be 14" apart at firewall. To attach the window bars to body you can have a 1/4" X 3" X 6" plate on firewall and roof where the widow bars attach to body these plates may not come into contact with the DP or any other braces you use. If and only if you remove the firewall/dash completely between the straps you are allowed to connect these two bars. The removed part must be completely removed and must be as wide as the vertical bars. The horizontal bars connecting the two vertical bars cannot be any larger than 3/8"x3" straps. Do not go over 6" on roof or firewall or you will cut. The 6 inches starts from the window opening on the roof, six inches starting at the bottom of the window on to the firewall. Window bars need to be on the outside surface of the body (not the inside of the car). Window bars cannot come into contact with any braces or protectors. Rear window bar may have 2 bends one at the top 6" where it mounts to roof and the bottom 6" where it mounts to the deck lid. The area of the window bar that is in the window area must remain straight with no bends or angles fabricated in it.

DOORS

You may weld your doors shut with nothing larger than 3" by 1/4" strap and must follow the door seam. Do not overlap strap or you will cut the strap off. You may also use a piece of 3" wide 1/8" thick strap on the tops of doors (where the window comes through) to weld the outer skin and inner skin together. If you choose not to weld the doors they must be tied shut in six locations using 3/8 Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points.

You are allowed to add bracing to the exterior side of the front doors. This bracing must not stick any further out than 2" from the door, and may not have any sharp edges. You are also allowed to carry the bracing up to 6" past the exterior door seam either forward or backward. We highly recommend an 1/8" sheet of material. Passenger door can only be reinforced with a maximum of 1/8" sheet material on door

CAGE

Total length of the side door bars is not to exceed 62". This bar must not extend more than 18" behind the center post on a four-door car and 10" behind the center post on a two-door car. All cage material except the side door bars must be 6" diameter or less. There are no size restrictions on door bars but must follow the following rules: Driver side door bar is the only bar that may be inside the door for driver's safety if not inside of door it may protrude no more than 6" into drivers compartment this will be measured from the inner door skin at it factory location, all other bars must be in the interior of the car. The bar behind the seat can be no further than 8" behind the seat and must follow the center post rule above. Cage may be gusseted at each joint and one on each side of the gas tank protector.

There will be NO BARS closer than 5" to the distributor protector if running kickers... you may have dash bar tight to DP if not running kickers.

All bars must be straight bars nothing contoured to the body.

All cage components must be a minimum of 4" off of the floor (except for down legs and side door bars). Side door bars may be welded to body on driver's side and must be 1" off on the body on the passenger side. All side door bars must be 1" off frame. Dash bar will be measured at the trans tunnel, all other bars will be measured at body bolt elevation (This includes the gas tank protector).

You will be allowed 4 down legs. Down legs can be no bigger than 3x3x1/4", welded to the door bars, and must be vertical. They cannot extend higher than the cage bar unless being used as your rollover bar. These bars may be welded to the top side of the frame and must not have any other material use to weld the down bars to the frame. If these legs are welded to the front or back of the door bar they will be added to the total length of the bar and is still not allowed to be longer than 62". Legs must be attached to the main cage, NOT the gas tank protector. The down legs cannot be attached to or cover any body bolts. Front down legs cannot extend any forward past the INTERIOR front door seem and rear seat down bar cannot extend any further backward then the rear of the door bar based the door bar criteria above.

No cage component may be welded to the frame – except the down legs mentioned above.

Rollover bars must be attached to the 4-point cage following the length of bar rules above. Must be vertical, not angled forward or back. The bars may also be bolted to the roof with four 5/8" bolts or smaller.

No straps may connect from the firewall to the dash bar.

GAS TANK PROTECTORS are allowed. Tubing for protector must be 6" or smaller. The protector must be no wider than 24" wide, must be at least 4" off of the floor, and must be in the center of the car. Protector must have a 1" gap between the rear package tray and sheet metal and cannot be attached to it in any way. If you are caught attaching your gas tank protector to the package tray/frame, a 3" gap will be required between the protector and the package tray in order to fix the problem. If you extend the gas tank protector above the package tray it must be perfectly vertical and not extend more than 10" above stock speaker deck height. The tank protector cannot extend outside the body (above roof, back and on top of speaker deck, etc.)

FUEL CELLS/GAS TANKS

Fuel cells must be mounted to the gas tank protector. They CAN NOT be attached to the floor in any way. No "Gas Tank Holders". Must be properly secured and cannot be plastic. Fuel line should be secured and away from the exhaust.

PEDALS AND BATTERIES

All battery boxes and gas pedal/brake pedal, and any plate attached to it must be at least 1" away from any engine, transmission protector or body bolt. These things must also be bolted to sheet metal only. Cannot be attached to the frame or cross member in any way.

REAR WINDOW BAR

You are allowed a rear window bar which may not be any larger than 3x3 square tubing or 3" wide 3/8" flat bar. This bar must be centered in the car and only extend on the roof for 6". The bar must be in contact with the front trunk seam and can only extend 6" on the trunk and must stay on top of the trunk lid. Six inches on trunk starts at the front trunk seem (has to be on the trunk lid and on the outside surface of the car nothing on the inside). Do not attach to the roof sign.

OIL COOLERS, & TRANSMISSION COOLERS

Page 7—Modified Weld Rules Continued.

Engine coolers and transmission cooler will be allowed. These coolers cannot be placed to reinforce the car. No bolts may extend through the frame to create a body mount. These must be installed in a safe manner with the proper lines and fittings free of any leaks if they are deemed unsafe you will be required to fix them before being allowed to compete.

TRUNKS

Trunk lid must be made of the car and must be a trunk lid (no hoods). You can fold trunk lid over. Do not slide your hood or trunk forward or back, trunk must remain on hinges. Trunk lids must have at least two 6" inch holes or one 12" hole cut in the first 60% of the trunk lid (holes in trunk floor will not count) for inspection purposes, inspection hole may have 4 -3/8" or less bolts and 1.25" diameter washers bolting the two layers back together. If these holes are strategically placed so that we cannot see what we want to see to inspect the inside of the trunk you will be asked to cut more or bigger holes. Trunk seams can only be welded solid with 3" wide 1/4" thick strapping. YOUR TRUNK LID MAY BE V'D IN THE CENTER, BUT MUST REMAIN AT LEAST 8" OFF THE TRUNK FLOOR, the 8" will be measured from the top of the frame rails not the spare tire hole. If you fold the trunk lid in half to the trunk floor you can only use a total of 15" (3-5" plates) of weld to attach it to the floor. Rear quarters may not be laid over to make a trunk seam. Rain channels WILL BE DRILLED DURING INSPECTION!

2-1" All-thread may go from the trunk lid to the frame or trunk pan (if it goes to the frame it must pass through a factory body mount hole), If it passes through a body mount hole you must have a 1" spacer between the body and frame. If you choose not to go through the body mount hole you may weld the all thread to the frame in a place of your choosing but must be welded vertically with 4" touching the frame on one side of frame no further forward, then the base of the hump. Trunk lids may be chained, wired, or welded. Chryslers may weld all thread to side of frame, but the all thread must be vertical and go up through the deck lid, or they can go through the frame if they so choose.

GM Wagons Must remove all rear decking and seat components.

Mopar's Chrysler k-member cars can remove the rubber spacers between the frame and k-member and bolt them up tight. Bolts may be replaced with up to 3/4" in diameter.

2003 FORD CARS CRADLE AND SUSPENSION—You may change engine cross member to a bolted or welded in cross member. If you weld in a Ford cradle, 1979-2002 Crown Vic cradle only, you are only allowed to butt weld a cradle in between the factory frame rails with no added metal. The cradle must be mounted between the factory frame bolt holes used to bolt in the factory aluminum cradle. You are allowed to weld on factory Ford mounts only and the uppers must be mounted between the factory frame holes.

Another option is to use the stock aluminum cradle wrapped in up to 1/4" material. Max thickness 1/2" where the 2 pieces butt up.

Tilting—You are allowed to tilt the frame in one location and only one direction.

Spring Pocket—You are allowed to build a spring pocket and weld to the side of the frame. This spring pocket can only be one layer thick and made of 1/4" material. It cannot be any bigger than 6" in diameter. Spring pocket must be flat on top and only give the A arm a spot to rest not reinforce the a-arm. If judges, feel that you have overbuilt the spring pocket you will be required to change it.

STEERING

You are allowed to drill up to three holes on the driver side frame rail to mount the steering box. These bolt holes may be sleeved but sleeve may not be any bigger than 3/4" od round tube. The bolts must run through the side of the frame and mount just like they did factory. You are allowed to drill to bolts on the passenger side frame rail for the idler arm mount but these bolts must only bolt to the inner rail and only a 3"x3" x 1/4" thick mounting plate will be allowed inside the frame. If you choose to mount the idler arm with sleeves like the steering box, you may use max of 2 sleeves 3/4" in and must be weld on top or below frame, cannot pass through! You may only mount idler in 1 of the 2 above mentioned ways.

Steering must be set-up like it was in a 1980 - 2002 and older ford frame. Do not modify steering components or lengths.

REPAIR PLATES

Pre-run cars may have up to 12 repair plates total. Repair plates 6"x6"-1/4" thick maximum. When welding plates on, there must be a gap between fix-it plates.

Fresh cars will get 6 plates to make for a more even show.