



### Limited Weld

Any American make car can run with the following exceptions: No 2003 or newer FoMoCo frames, No 1970 or older Lincolns. No 1973 or older Chrysler Imperials or Imperial sub-frames, 4x4's, ambulance, hearses, trucks, limousines, frames, or full cars etc....

1. Overall conditions must be safe. This applies to used cars as well as fresh cars. If the officials deem the car unsafe to run, it will not run. The officials' decision is final.
2. SFI-1 or better, Certified Fire jacket required. SFI-1 or better, pants recommended. Long pants are required. Eye protection, neck brace and gloves highly recommended. Shoes are required.
3. Minimum of D.O.T. rated helmet required. Full-face helmets recommended.
4. Seat belts are required, must be functional, and fastened to the floor or seat bracket and must be worn at all times. Officials' decision is final.
5. Car must be fully stripped of all flammable material. Factory seats and factory dash are allowed. All glass, chrome, door handles, and any unsafe items must be removed from the inside and outside of the cars. All plastic, stainless and pot metal trim, fiberglass, and rubber must be removed from the outside of the car. The car floor, trunks, and inside of doors must be swept of glass, debris, and must be clean. Factory floor drain plugs must be removed.
6. Factory fuel tank(s) must be removed. Unused factory fuel lines must be blown free of gas. Removing unused fuel lines is recommended. The factory fuel tank may not be re-used.
7. A steel seat support (seat bar) is required from the inside of the driver door(s) across to the passenger door(s), must be behind the seat, and must be no farther back than 6" from back of driver's seat. Cars with two doors may have a seat bar at the rear of the doors at the door jam. A second seat support bar is also allowed forward of this rear support bar, placed just behind the driver's seat. This seat bar must be made of steel, 2" x 2" x 1/4" square, 2 1/2" x 1/4" round minimum, 6" x 1/2" square or round maximum. Steel plates are recommended on the ends of this seat bar, 12" x 12" x 1/2" maximum. These steel plates must be welded well to the seat bar (officials' decision is final, must be safe). The steel plates may be bolted to the car; however, welding is highly recommended. If the factory dash is removed, a support (dash bar) similar to the seat support is required. If you use a dash bar, it must be minimum 6" from the firewall and minimum 6" from the transmission tunnel. It must not come in contact with firewall or transmission tunnel at any time. It may be connected to the seat support bar with similar material. These "door" bars may be against the inner door panel, but not between door panel and outer door skin. These "door" bars may not extend past the dash or roll over bar. All parts & pieces of cage must remain a minimum of 6" away from the firewall and a minimum of 2" in front of the rear backseat body mount bolt. If door bars are

used, you are allowed (3) “down” bars per side from the door bars to the floor tin ONLY. (1) of these “down bars” per side will be counted as your “rollover/halo” that is allowed to be welded to the top of the frame. The other (2) door bars per side are ONLY allowed to be within the INSIDE of the interior of the door seams of the driver/passenger doors. Maximum “down bar” size is 3” round or square tubing.

8. Driver door may be welded completely shut for safety. Outer and/or inner driver door skin reinforcement is Mandatory. The inner door plate cannot be welded to the floor (must remain a minimum of 3 inches from the floor & 6” from the firewall). This reinforcement must be sheet metal to sheet metal only, maybe no thicker than 1/4”, and must conform to the factory body lines. This reinforcement may not extend in front of the front door seam more than 6” and may not extend past the rear of the driver’s door seam more than 6”.

9. Halo bar and or rollover bar are mandatory. The addition of “posts” on hardtop sedans (connecting top of doors to roof) is also allowed, 2” round or square tubing or 3” x 1/2” thick flat maximum to add “posts” to hardtop cars. Roll over cage may run on the exterior or interior of the roof and must be welded to the seat support bar. Connecting the roll over cage to the roof is mandatory with a maximum of 4 bolts (1/2” diameter maximum) or a maximum of (4) 4” long weld beads to roof tin, that do not extend more than 8 inches away from either side of the halo bar. The rear roll over bar, behind the seat, must be vertical (not angled up and back). This rear roll over bar may extend down through the floor tin and to the top of the frame or sub-frame, if the rollover bar is attached to the frame that will count as you are allowed “down” bar to attach to the frame. This rear roll over bar may be welded to the top of the frame (top of frame only) and must be a minimum of 2” forward from the center of the backseat body mount bolt on a full frame car (will be measured straight back, not at an angle). On a sub frame car the roll over bar can be welded to the rear floor foot pan tin or to the rear sub frame but must remain in front of the front leaf spring bracket or can be welded to the front sub frame but not both. Halo bar may not be connected to front window bars.

10. A maximum of two steel straps or bars must be located in the windshield area. These may be bolted or welded and must only attach to sheet metal only (2” round, 2” x 2” square, or 3”x 1/2” flat maximum). These straps or bars are required to prevent the hood from entering the passenger compartment. Dash tin, rain trough or firewall tin must be in stock location (cannot be smashed down) officials’ decision is final. Straps can only extend 6” down onto the firewall/ rain trough & 6” onto the roof. Windshield bars must be at least 10” apart where they meet the firewall/ rain trough. You will be allowed a maximum of (2) horizontal bars to connect the vertical windshield bars together ONLY if firewall tin has been removed between the two vertical bars, these horizontal bars are of the same size regulations as the vertical windshield bars.

11. Battery must be relocated inside of passenger compartment. The battery must be in a solid container and must be securely fastened and covered (officials' decision is final, must be safe).

12. No steel gas “cans” or plastic gas “jugs” allowed. A steel boat tank is allowed, however, any metal tank deemed safe by the officials is acceptable. Metal tanks do not need to be covered. Any plastic or urethane “fuel cell” must be in a solid metal container and must be covered with metal. The fuel tank must be securely fastened inside the passenger compartment and must not exceed 12 gallons. The gas tank protector may be 30” wide maximum, minimum 6” from the flat part of the floor tin and minimum 2” on a fresh car from the backseat tin. You may have vertical bars extending

up from your main gas tank protector, these bars must go straight up (not angled back, forward or to the sides) these bars must remain at minimum 8" away from your roof tin, you may connect your vertical gas tank protector bars straight forward & down (gusset) to your backseat bar or your main gas tank protector frame. Gas tank protectors cannot reinforce the car. Officials' decision is final, it must be safe.

13. Hoods must have a minimum of two 12" holes for fire control.

14. Cars must have some type of working brakes. Pinion brakes are allowed.

15. Engine oil and transmission coolers are allowed. If air coolers (fans) are used, a shield must be located between the cooler and the driver. High-pressure (hydraulic type) lines and fittings recommended. No gas hose is allowed. It must be compatible with transmission oil. If a low pressure rated oil hose is used, minimum of two hose clamps per fitting. Non-high-pressure oil hose must be covered. Engine cooler hose and fittings must be high pressure.

16. Low-pressure rated fuel hose in the passenger compartment, from electric fuel pump to fire wall, must be covered.

17. No wheel weights or balance weights allowed on wheel rims. Valve stem protection is allowed. Full Weld in Centers Allowed, 1" Wide Bead lips allowed.

18. NO distributor protectors or valve cover protectors allowed.

### **Car Building Rules**

Cars must remain stock unless stated otherwise in these rules. If there are any alterations to these rules, you will not be allowed to run. IF IT DOES NOT SAY YOU CAN DO IT THEN YOU CAN'T.

1: BUMPERS & BRACKETS These bumper & bracket rules are for front & rear bumpers.

1:1 Bumpers can be changed out to any car bumper (if it did not come with a 5mph shock bumper you may put one on) May use the brackets that came with the year, make and model of car. You may reinforce bumpers on the inside of the bumper. All support must be inside besides (2) 8"x8"x $\frac{3}{8}$ " mounting plates. The bumper chrome must remain the stock shape, 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. No welding bumper to the body in any fashion! Bumper height not to exceed 22" 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 the frame, whichever is lower. You may 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 34" overall, the bumper cannot exceed 16" wide at the tip of the point, these measurements must come from the top to the bottom of the bumper. The point may only extend out 8" from the flat part of the bumper. 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. Please refer to Diagram #1 at the bottom. Manufactured Pointy Bumpers are allowed as long as they meet the above specs.

1:2 Bumper Brackets can be welded to the bumper and to the frame on one of the four sides of the frame. Bumper can be welded to the frame with no foreign material, factory brackets are allowed to

be stretched back and placed on any ONE side of the frame but must not extend any farther than 14" behind the bumper. OR a piece of 3/8" thick, 4" wide by 14" long strap may be used instead of the stock brackets (not both). 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. Your bumper strap MUST NOT exceed 18" long total this includes the 14" allowed to weld flat along the frame and the 4" allowed to wrap around the front of the frame making an "L" shape for the Total piece being NO MORE than 18" long! No brackets can extend any further back than the first 14" of the frame. Nothing can be put inside the frame and all brackets can only be on one side of the frame. OR you may use (2) 10" long x 4" wide x 1/4" thick on any two sides of the frame and must lay flat on the frame, bracket must touch and be welded to the bumper. You may only choose one of these options, NOT BOTH! All bumper brackets must be on the exterior of the frame unless they came from the factory on the interior of the frame. If using the stock bumper bracket and it came from the factory on the interior, it may remain on the interior of the frame. All homemade bumper brackets must remain on the exterior of the frame. NO EXCEPTIONS! Officials' decision is final.

## **2: Body**

2:1 All EXTERIOR doors seam can be fully welded. Maximum 4" wide, 1/8" thick strap. The tops of doors may be pinched together and welded with maximum 4" wide, 1/8" thick strap.

2:2 All EXTERIOR trunk seams can be fully welded. Maximum 4" wide, 1/8" thick strap. Two 1" all-threads also allowed from trunk lid through floor tin & welded to the side of the frame ONLY, 4" of all-thread may be welded to the side of the frame (both sides of all-thread may be welded) and must remain vertical on the frame. All thread must be cut off flush with the bottom of the frame and cannot extend forward, rearward, or to either side. This 1" all-thread is allowed to pass through the roof on wagons not sedans. Trunk tin can be reformed. (NO WEDGING) Fenders must remain vertical and in stock locations. An 8" inspection hole is required for inspection. You may tuck the trunk (only 50% can be tucked, 50% of the trunk needs to remain in stock location). If you tuck the trunk, you may bolt the tucked part to floor tin only with maximum of (8) 3/8" bolts. Exterior body shaping is allowed, absolutely NO interior, firewall, or underside body shaping will be allowed.

2:3 Fenders may be pre-cut and bolted back together with (8) 3/8" bolts per fender, but not re-welded.

2:4 Hood may have a maximum of 8 hold down bolts not to exceed 1" in diameter. Front two hood bolts may run down the core support but must run through factory body mounts holes on frame. (These 2 rubber bushings can be removed). If a spacer is used between the frame and core support it cannot exceed 3" Square or round material, spacer can be welded to the frame only NOT THE CORE SUPPORT. Other hood bolts must be welded to tin only, must not exceed 14" in overall length and may attach to tin with a 5"X5" plate. Hood bolts must remain vertical & not formed or used as a "kicker" (5" hood washers max). You are allowed to use 2" x 2" x 4" long x 1/4" thick angle iron on the hood/fender as a hood bolt attachment with a maximum bolt size through the two pieces of angle iron of 1" diameter. Hood must have a minimum of (2) 12" holes cut completely out for safety. Maximum (8) 3/8" bolts for bolting hood tin back together. No welding of stock hinges.

2:5 Body mounts you may use factory body mounts (i.e. rubber bushings) or rubber hockey pucks or steel body bushings (minimum 1" thick) you must have a 1" minimum gap between the frame and

body. Body spacers cannot be welded to the frame or body, body spacers must be separate for each body mount hole opening with a maximum 3" OD for body mount spacer. You may replace body bolts with longer bolts, 3/4" bolt max for body bolts. You are allowed to put a 2 1/2" washer and nut inside the frame and a 5" maximum washer on top of the body bolts to help hold down the body. (DO NOT WELD THE WASHERS AND NUTS TO THE FRAME OR BODY) If the make, model, and year of car you are running came with a provisional "extra body mount" you may put a body bolt in that spot. ONLY ONE EXTRA BODY MOUNT BOLT MAY BE USED PER FRAME RAIL AND IT MUST BE IN THE SAME LOCATION THE FACTORY MADE THE PROVISION FOR IT!

2:6 Aftermarket steering columns (NO HYDRAULIC), gas pedals and shifters allowed. No steering brackets, gas pedals, brake pedals, shifters, gas tanks, transmission coolers, battery boxes or seats brackets can be attached to or touching the frame, tin ONLY. If you use your battery box, transmission cooler, pedals, shifter, or seat bracket, or any other accessory to re-enforce the car it will be CUT! Maximum 3" washer size on fastening bolts on underside of floor tin. NO SEDAGONS and NO DECKING ALLOWED IN THE BACK OF WAGON'S Sheet Metal rust repair must be repaired with factory thickness of sheet metal of the car you are running, YOU MUST provide pictures of rusty spots at Tech. Any and all sheet metal repairs can only overlap in all directions 1" maximum, pre ran cars with holes or tears may only patch the damage if the hole/tear is bigger than 4" at any point and repair must not overlap other repairs.

### **3: Frame**

3:1 You are allowed to weld from the front side of the A-Arms forward, frame seams top & bottom in addition you are allowed to re-weld 12" of factory frame seam per frame rail 1/2" wide weld beads maximum (THIS INCLUDES TILTING OF A FRAME & WELDING IT BACK TOGETHER). No other welding to or on frame (except bumper brackets and motor mounts) of any kind! (NO FRAME SHAPING OF ANY KIND).

3:2 Frames must match Make & Model of Body; this includes re-stubbing of a pre-ran car. (Example 79-02 Ford Frame must be under a 79-02 Ford Body, 71-76 Chevy Impala frame must be under 71-76 Chevy Impala body, 69-72 Caddy frame under 69-72 Caddy body, 73-74 Caddy under 73-74 caddy, 75-76 under 75-76 caddy, Mopar are to follow the same rules. Y-Frame Sub under Y-Frame body, Shocker Sub under Shocker Frame Body etc...) No shorting of frames under doors to make fit etc. On all re-stubbing of pre-ran cars, officials' decision is final.

3:3 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 the 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. DO NOT SHORTEN OR SLIDE BACK THE FRONT CLIP OR RE-LOCATE THE RADIATOR SUPPORT. Cadillacs must remain 18" long from the front side of the spring bucket lip forward. And remember to only weld main frame seams, no fingers or brackets coming off the frame. Absolutely no stitch/spaghetti welding on frames in any place, if caught with it you will NOT run!

### **4: Drive Train**

4:1 Motors can be changed out (Chevy to Mopar, Mopar to Chevy, Chevy to Ford and so on) but must be mounted to meet rule 4:2 & must remain within 2" of factory location. Slider drive shafts allowed. No distributor protectors. A mid-plate may be used but must not exceed 3" outside of the factory bell housing bolt pattern in any place. Officials' decisions are final.

4:2 Motor mounts can be welded solid. You can use a lower engine cradle but must be welded to the cross member (Engine saddle) not frame, you may use a maximum of 8" of attachment per side to weld your engine to the saddle. You are allowed an Engine Top Halo/Header Protector, but no part of protector can be any farther rearward than 8" in front of the backside of the engine block (Measuring in the center of the engine block straight forward). You are allowed to weld (1) 2 1/2" x 2 1/2" x 1/4" thick 4" long piece of angle iron (Must be facing upward) per frame rail on top of frame rail between the a-arm and the bumper. You are also allowed (1) 2 1/2" x 2 1/2" x 1/4" thick x 4" Long per frame rail behind the a-arm (between the a-arm and firewall) This angle iron CAN NOT be tucked underneath the body AT ALL and CAN NOT BE bent over, it must be on top of frame and facing upward. This is to bolt down your motor with chain only. CHAINS MUST BE USED AS INTENDED AND ATTACHED TO THE ANGLE IRON AND THE ENGINE, only 3/8" chain maximum may be used. NO solid motor mounts to frame.

4:3 Transmission mount must be in stock location to make, model and year of car. Cross member must be stock cross member or replaced with 2"x 2" by 1/4" thick material, cross member (must have 5/16" pilot hole to gauge thickness, IF TECHS CANNOT GAUGE THICKNESS, WE WILL DRILL A HOLE FOR YOU). Cross member may have TWO 3/8" bolts to help hold to floor tin (floor tin only) with maximum size washer of 3". Where the transmission tail shaft housing meets the transmission cross member, you are allowed to attach (bolt, chain, or wire) the transmission to the cross member, but transmission mount must not exceed a 12" wide area measured from the center of the cross member out 6" on each side. YOU MAY NOT WELD THE TRANSMISSION IN SOLID TO THE TRANSMISSION CROSSMEMBER! You may use one piece of 8" long 2"x2"x1/4" thick angle iron per frame rail to mount your cross member to (cross member must come in contact with both of these angle irons), these angle iron pieces must be placed at least 8" rearward of the front part of the side frame rail. This will be measured on the inside portion of the side rail. (Example: 80's + Fords we will measure from the inside corner where the crush box meets the side rail, old iron GM we will measure from where the side rail meets the "S Curve". You must remove factory cross member mounts if angle iron is used. Aftermarket Transmission Bell Housing's are allowed but must not be welded to the mid plate or transmission case. Aftermarket Transmission Tail Shaft housings are allowed.

Aftermarket or Homemade Transmission Braces are Allowed if the following guidelines are met: Must have 2" of slide on a fresh car and 1" on a pre ran from the cross member. CAN NOT BE LOCKED INTO THE CROSSMEMBER IN ANYWAY! NO Transmission Tunnel sheet metal can be altered, added to, welded, or creased in any way. 2" Cross member is allowed with brace or the stock cross member that came with the car from factory.

4:4 Radiators must be in stock location. No water barrels or auxiliary cooling of engine allowed. You may use (4) 1/2" pieces of all-thread to hold your radiator in place, these pieces must extend down through the lower sheet tin of the radiator support, at the top of the radiator support you are allowed ONE piece of 1/8" thick x 3" wide x 8" long per side to run your all-thread pieces through. ALL-

THREAD MUST BE SPACED ATLEAST 20" APART. Air Conditioning Condensers may be bolted in with a maximum of (8) 3/8" diameter bolts or welded in with (1) 1/8" thick x 4" wide x 8" long piece of flat strap per side (one on passenger side & one on drivers' side)

4:5 Rear ends may be changed out. Must be a 5 lug or an 8-lug full floater, single wheel rear end. 16" tire size max. Back bracing allowed. Axle flange protectors are allowed.

## **5: Suspension**

5:1 Coil spring cars must have a stock coil spring from a car (NO TRUCK, SUV, ETC. COIL SPRINGS), DOUBLE COIL SPRINGS ALLOWED IN THE REAR ONLY. Coils springs can be welded or wired top or bottom, not both to help hold in place. No aftermarket coil springs. Coil springs must remain stock shape and cannot be bent or shaped to form the frame or spring pocket.

5:2 Upper and lower rear end control arms must be stock to make, model and year of car. (No homemade control arms). You may re-enforce control arms, but they MUST start out as a STOCK control arm for the make & model of car you are running, they must have the stock style rubber bushings (Techs must be able to visually see that stock control arms were used). May use chain in place of shocks, 3/8" chain maximum. Chain must be in stock shock location. NO ALL THREAD IN PLACE OF SHOCKS.

5:3 Leaf spring cars can have a max of 7 leaves, with a 2" total stagger (1" on the front side of the rear end & 1" on the back side of the rear end). Must be stock Main leaf spring to make, model and year of car. No flat stacks. You may use 6 clamps, 3 in front of the housing and 3 in the back (maximum size 2"x 4"x 1/4" thick) per side with a maximum of (4) 3/8" diameter bolts per clamp. May have (2) 3/8" bolts in shock tower to help hold it to the body. May use chain in place of shocks, 3/8" chain maximum. Chain must be in stock shock location. NO ALL THREAD IN PLACE OF SHOCKS. Mopars or Cars without the rear spring hanger directly under the frame/uni body are allowed to fabricate leaf spring hanger brackets out of 1/4" thick 2" wide by 6" long to reposition the leaf springs underneath the rear sub (NO shortening the factory length of leaf springs).

5:4 Watts link conversions on newer Fords. You may convert a watts link to a standard 4 link system in the following way: Use the upper and lower trailing arm brackets off an older Ford. No shortening of trailing arms, no positioning brackets to strengthen front down legs of the rear hump. Must mount in the stock location or you may use upper mount tray out of older car but must remove all of original factory package tray, the older style package tray you install must not be welded anymore than a factory package tray and must stay at minimum 3/4" away from the frame hump seam. Do not re-weld the seam. Welds may only weld to package tray. Or if you leave in the stock package tray, you can use a 4-piece bolt-in watts link conversion kit. If a Watts conversion kit is used the upper mounts on the package tray must not exceed 6"x6" with a maximum of (6) 1/2" bolts holding each bracket to the factory package tray, these bolts CAN NOT go through any sheet tin only through the package tray. The lower Watts brackets may only be Welded to the side of the frame as they were intended, do not add gussets, or trying re-enforcing the frame with these brackets or it will be cut.

5:5 Front suspension must have stock a-arms, spindles, hubs, drag link, sway bar, steering box, and tie rods from a car (No truck, van, etc. a-arms) Tie-Rods CANNOT be fabricated at all, you are allowed to weld the factory adjustable sleeve on tie-rods. Problem Solver Tie-Rod ends are OK. You

CANNOT fabricate or weld on different mounts to make your suspension work it must bolt on as factory; ball joints may be aftermarket but MUST bolt in or press in (NO WELD IN BALL JOINTS & NO SCREW IN BALL JOINTS UNLESS THE SCREW IN MOUNT IS BOLTED INTO THE A-ARM AS FACTORY.) May use chain in place of shocks, 3/8" chain maximum. The chain must be in stock shock location. NO ALL THREAD IN PLACE OF SHOCKS. A-arms may be chained or welded to gain height. If chained 5/16" maximum size chain. Chain cannot reinforce the frame. If welded, you may use (2) 2"x4"x 1/8" flat strap per upper a-arm only. Flat strap must not reinforce the frame. Welded or Chain ONLY you cannot use both. If A-Arms are welded the only welds allowed are for the (2) 2"x4"x1/8" Flat strap NO OTHER WELDING OF A-ARMS.

**Tire rule:** We don't want flats. Doubled tires ok, foam filled front tires ok (NO FOAM OR RUBBER FILLED REAR TIRES), NO BEADLOCKS (Including screwing wheel to the tire). Wheels may be narrowed but must not be excessively welded! Officials' decision is FINAL!

Must have door numbers (in a contrasting color) and roof number sign on all cars. Maximum 30" X 30" size roof signs allowed. No reinforcing of the car allowed. If any iron is added in or on frames or bodies anywhere, you will not be allowed to run. You will have no opportunity to remove it. "One trip fix it rule" If you have something to change or cut during inspection, you have one opportunity to get it fixed.

**Repair rules:** You are allowed to have 4 frame repair plates total (1/8" thick 4" x 6" long) (24 Square Inch Maximum) per frame rail on a pre ran car, which two of those, per frame rail, will be allowed on a fresh car. Must have a 1" inspection hole in the center. Sides of plates can be welded, but 1" hole cannot be welded. No overlapping of plates and must be flat on frame. Repair Plates must lay flat on the frame, you cannot create a "Taco" or "Rib" in the plate, you are allowed to bend the plate around a corner but MUST lay flat. Absolutely no stitch/spaghetti welding on frames in any place, if caught with it you will NOT run! #9 Wire will be allowed on Pre-Ran cars only. TWO places per window opening with (3) loops allowed (6 strands), #9 wire must go from the roof (allowed to weld standard 5/8" flat washers to keep sheet metal from tearing) to or around the frame ONLY (In the flat part of the floor ONLY), must not be wrapped around any part of the cage, halo, down bars, gas tank protector, transmission cross member, etc. OFFICIALS' DECISIONS ARE FINAL

Sheet Metal rust repair must be repaired with factory thickness of sheet metal of the car you are running, YOU MUST provide pictures of rusty spots at Tech. All sheet metal repairs can only overlap in all directions 1" maximum, pre-ran cars with holes or tears may only patch the damage if the hole/tear is bigger than 4" at any point and repair must not overlap other repairs. Re-Tech/ Re-Inspection of the TOP 3 placing cars in each class may be required & if anything illegal is found you may forfeit your winnings.

Pre-ran cars will be allowed one extra plate (10 per car).

Disclaimer to car builders and drivers: IF IT DOES NOT SAY YOU CAN DO IT WITHIN THESE RULES, DO NOT DO IT. ALL CARS FOUND TO BE ILLEGAL WILL NEED TO BE CORRECTED TO PASS OFFICIALS INSPECTION, CARS THAT DO NOT PASS INSPECTION WILL NOT RUN AND HAVE TO BE LOADED. IF YOU OR YOUR PIT CREW WANT TO ARGUE WITH ANY OF THE JUDGES BEFORE, DURING OR AFTER THE DERBY YOU WILL BE DISQUALIFIED AND POSSIBLY ESCORTED OUT OF



THE EVENT WITHOUT A REFUND. THIS IS A FAMILY EVENT AND YOU MUST BE RESPECTFUL AT ALL TIMES. ALL DECISIONS BY OFFICIALS ARE FINAL!