

Blizzard Bash Team Modified Rules

-Promoted by Smash It Demolition Derby-
Head Tech: Kenny Money 712-631-0437

General Rules & Regulations:

1. **ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN. JUDGES DECISIONS ARE FINAL!!**
2. At least one team member from the previous year must compete.
 - The team captain (as put on the prior year registration form) will be the one in charge of the team.
3. Any American made car can run with the following exceptions: 4x4's, ambulances, hearses, trucks or limousines. No manipulating a wagon's roof to create a sedan on a fresh car.
 - **National & Qualifying teams are allowed, (1)-03 & newer, (1)-70 & older Lincoln and (1)-73 & older Chrysler Imperial per team.**
4. All drivers must sign driver's paperwork before being inspected or they will not run the event.
5. Drivers must wear a seat belt, helmet & fire suit jacket.
6. All drivers must attend the pit meeting before each event. Driver's meeting are always approx. 30 minutes before the event showtime.
7. No drivers are allowed any alcohol or drugs before their event. If found drinking alcohol or under the influence while wearing a driver's band you will be disqualified for the remainder of the event.
8. Cars may be inspected before any prize money is paid out. The cars will be inspected by the Smash It Officials only. Everyone else will stay back until the car is deemed legal.
9. There is a \$250 protest fee, must be paid by a driver in the main event. Driver must have cash in hand directly after the feature in order to protest. If the car is found illegal the car will be disqualified.
10. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
11. **Kenny Money- 712-631-0437** call before you assume something will pass. If it is not in the rules and doesn't tell you, you can do it, then don't! We can't stress that enough!! **CALL FIRST!!!**

Show Rules:

1. You have 1 minute to make an aggressive hit. After 1 minute that car is disqualified. That is 1-minute total. An aggressive hit is solely at the discretion of the officials.
2. For safety, **DO NOT HIT THE DRIVERS DOOR!!**
3. You are given 2 fires- 1st one we put out and the 2nd one you are done for that round.
4. Rollovers- you may keep going as long as car is deemed safe.
5. Watch the officials. If they are trying to get your attention, there is a reason.
6. No holding or pinning, you must back up and show day light.
7. Car qualifies, not the driver. During the event if a driver is unable to compete and has a replacement please see driver's table for the driver to get signed up and fill out proper paperwork.

**THIS IS A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR.
IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CAN'T!!!**

Car Preparation:

1. No Fresh Paint or Undercoating on the frames at all. No buffing or grinding frames or bodies except where welding is specifically allowed in these rules. No painting in the interior of the car.
2. All cars must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. You **must** have a number in bright colors on each front door and must have at least the size of 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.
7. All cars must have working brakes when you cross the ramp. If the car is not able to exhibit the ability to stop it will not be inspected.
8. 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 ½" 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. 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 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 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

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.

The bumper may be built up to have a 14" point from the farthest point from the back side of the bumper to the point, however the point itself may be no more than a factory Chrysler pointy itself and spanning over a 36" span across the bumper. (Will have a cut out template to follow.) They may be 8" tall unless loading an unaltered factory skin.

Rear Bumper Brackets must follow the front bracket rule, no longer than 14" on the frame. Wagons do not weld the bumpers to the body.

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. Remember you can only weld main frame seams firewall forward; no fingers, brackets or engine cradles. Cadillacs must remain 18" long from the front side of the spring bucket lip forward, must be measured with a straight line from the front to the back of the car not diagonal. **Front frames cannot be welded to side rails or boxes to side rails. Call if in question.**

Frame Welding

- **Chryslers/Suicides** may weld from the back of the body mount bracket under the doors in the firewall area. 1/2" wide weld bead maximum.
- **All cars/wagons only get 1 tilt, one direction.**
- Fords may weld the three seams cut to tilt the front but must be welded back like the factory welded it.
- NO welding holes on the frame period.
- No bringing the rear frames rails together and moving body mounts.
- DO NOT re-weld the upper or lower A-arm brackets when re-welding top seams.
- Factory K-Member cars can weld the K-member solid where they can achieve a single bead with no filler metal.

RUST REPAIR – Call before fixing any rust on the frame. The rust may NOT be cut out.

Frame Shaping:

NO FRAME SHAPING OF ANY KIND IS ALLOWED.

Hump Plates

You can have a hump plate. Plate can be 30" long and ¼" thick. Plate must be centered in the hump, measured straight across from point to point and follow the contour of the frame, 1" hanging above and 1" below. DO NOT DOUBLE YOUR HUMP PLATES!!! In post inspection the hump plates will be cut so if you want to get paid the plates better not be double!! The hump plate must be on the outside of the frame (towards the tire) only, hump plate may not weld to side of frame where package tray is located. The hump plate must remain flat.

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. No ball joint protectors permitted. If you use a screw in ball joint, the collar can only be a ½" in diameter bigger and 2 ½" tall.

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"x1/8" straps to weld you're a-arm down. No other welding will be allowed on a-arms (If you are found to have too much weld you may be asked to cut them completely loose) 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 ½" 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 but must remain a stock box for a car that is legal in the class you are running. Pitman arms must remain stock or stock replacement. Adapter plate can not reinforce the car. Adapter plate can be a ½" bigger than the steering box housing and ½" thick, it may not be welded to the frame.

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 cannot be welded to the frame.

SWAY BAR- You may bend the sway bar down to get it bolted to the top side of the lower A-arm. The sway bar cannot be higher than factory mounted position.

SPINDLES- Aftermarket forged, aftermarket fabricated, aftermarket fully machined, and stock reinforced spindles will be permitted. Must be 5 lug hubs/rotors. Spindles must be close to size of a stock spindle and cannot reinforce the frame, or wheels in any way. If you have any doubts about your spindle passing inspection send head tech a picture of it for approval. We are very happy with the spindles being sold in the market and want to keep it that way. For example, spindles such as Jokers, SKI

Inc, Wicked, and Adam Williams spindles are allowed. If your spindle varies much from these spindles CALL/TEXT and get them approved.

SPRINGS- You can change coil springs to a stiffer spring to get your height. No doubling of front springs if using homemade springs.

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 9 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 homemade clamps per side. Homemade clamps can't exceed 2x4x1/4". Eyelets must be in factory location of the car you are running. 2" arch one direction from center of eyelet to eyelet.

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 1 spot 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 hump plate only, with only one link welded per end. Max chain link size 3 1/4" OD. 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.

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 5" on the outer 10" of a stock size axle tube and 13", all the measurements will be off the center of the axle tube.

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. Trailing arms may be made out of 2" x 3" tubing.

WATTS 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 shortened/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 1/4" material and the lower control arm bracket can be no bigger than 1/4" x 3" x 3" tubing and can be 3" long (Not to top or bottom of frame in any way. You are not allowed to replace or swap the package tray on any car.

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

NO foam filled drive tires for the arena shows for safety reasons.

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 crossmember. All cars engine crossmembers 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:

Distributor protector allowed. If using a distributor protector, it 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 cannot be any wider than 14", it must not come in contact with the steering stabilizer or extend 2" past the water pump. No portion of the DP may extend past the heads more than 3" in width. Fan shrouds are allowed, the outside diameter can be no more than 22" wide and 4" out from the front side of the water pump flange.

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 member no wider than 4", the other two spots are of your choosing but must follow the following guidelines: mounts must be no larger than 8" x 8" x 1/4". Mounts may be welded to the frame, engine crossmember, and must touch the cradle that the motor is mounted in. 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, measured from the center of the tail shaft 6" each direction. Trans brace may be no more than 2" off the transmission housing. 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 4" 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 cross member. You must remove the stock mount if you run the angle iron. 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 up to a piece of 2" x 3" piece of steel. 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 crossmember and supporting angle iron cannot tie into or run under the frame extensions on the Cadillac. Frame extensions must be 1" from the crossmember.

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 fix the rust hole.**

DO NOT FIX IT WITHOUT CALLING AND EXPECT US TO ALLOW YOU TO RUN IT.

NO RESTUBBING OF ANY FRAMES, NO EXCEPTIONS.

IF YOU HAVE A BENT FRAME, FIND A NEW ONE. YOU CAN NOT RESTUB IT.

#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 window openings and may go to the frame OR crossmember (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. When going through the floor and around the frame it has to go through the flat part of the floor. If you don't understand please call first. If you chose to 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. No radiator guards are allowed. **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-

- 1/8" expanded 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 6" 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 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.

Absolutely 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. If the all thread is welded, you cannot have a nut on the bottom. If the all thread is nudded it cannot be welded.

Core support spacers may be welded to the body and core support mount. Single weld not bigger than 1/2". 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 nudded 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 5 -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- 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) 2"x2" piece of square tubing can go from the halo bar to the top side of the dash bar and no portion may extend past the dash bar.

Rear window bar may have 2 bends, one at the top and one at the bottom. Top 6" where it mounts to roof. The bottom of the rear window bar may be mounted to the floor or trunk lid. It must be mounted within 6" from the front trunk seam and only 6" may be mounted. 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 1/8" strap and must follow the door seam, exterior only. 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 chose 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. THE REAR SEAM OF THE MOST BACK DOOR, MEETING THE REAR FENDER WELL MUST BE 5" on 5" off with 3"x5"x1/8" pieces.

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 and you may use only one (no doubling of bars). 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 6" 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 6" to the distributor protector or 4" from the tranny tunnel/brace. Door bars cannot go pass the dash bar. If the engine is pressed against the firewall this measurement will be taken from the firewall.

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.

All Mopar cage material must be 5" forward from the center of this body mount hole other than the kicker explained prior. Some Mopar's have a very tight passenger compartment and you may need to run the halo through the small back window, mainly Cordoba's, call first

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 two 5/8" bolts or smaller.

No straps may connect from the firewall to the dash bar and nothing can be mounted in front of the dash bar to reinforce the car.

GAS TANK PROTECTORS are allowed. Tubing for protector must be 6" or smaller. The protector must be no wider than 32" wide, must be at least 4" off of the floor, and must be in the center of the car. Protector may be tight into package tray and sheet metal, 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. **Wagon gas tank protectors** can go to the front side of the rear end tunnel, nothing on the top side of the tunnel.

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 & BATTERIES

All battery boxes and gas pedal/brake pedal, and any plate attached to it must be at least 2" 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.

OIL COOLERS & TRANSMISSION COOLERS

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 from the make 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, you may remove the speaker deck. 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 5" on 5" off with 3" wide 1/8" thick strapping. YOUR TRUNK LID MAY BE V'D IN THE CENTER BUT MUST REMAIN AT LEAST 10" OFF THE TRUNK FLOOR, the 10" 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)- 3" x 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 and must be straight up and down (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. The all thread must be in vertical position. If you chose 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. Short Trunk GM cars
– If you run all thread through the front body mount, they must be slightly bent to make sure they go through the trunk lid.

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 & SUSPENSION

You are allowed to use the Johnson Bolt in Cradle system as a conversion to a steel cradle or an identical bolt in system with no modification or you are also allowed to weld in a factory Ford cradle. If you weld in a Ford cradle, 1980-2002 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.

NO PLATING ALUMINUM CRADLE, ONLY WELDED IN STEEL CRADLE, or BOLT IN CRADLE!!

You are not allowed to plate the crossmember in a 2003 Frame. You can only weld your motor mounting plates to the cross member which are no larger than 6"x6"x3/8"

WELDING- No frame welding seam welding on the boxes or frame rails.

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 outside side of the frame, ball joint side. 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. Must remain 1" from engine cradle.

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 5/8" 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, no sleeves on the passenger side and no mounting plate. All steering must be set-up like it was in a 1980 - 2002 and older ford frame. Do not modify steering components or lengths, other than the drag link. 03 & NEWER Fords are allowed a factory sway bar but must use factory bracket in factory manner.

ALL RULES ABOVE MUST BE FOLLOWED.