

Buffalo Demolition Derby

Buffalo Rodeo Grounds – Buffalo, MN

September 19th, 2020 – 5:30 PM

PIT OPENS AT 10:00 AM. INSPECTION IS FROM 11 AM – 4 PM
YOU MUST REGISTER BEFORE YOU CAN BE INSPECTED.

CLASSES: Full Size Weld (1 heat) Mid-Size FWD (2 heats)
Trucks (1 heat) Chain Stock (1 heat)
Mighty Minis (1 heat) Compact Cars (1 heat)
Powder Puff (1 heat) Youth (1 heat)
Advanced Youth (1 heat)

BDD reserves the right to cancel a class due to lack of entries.

PLEASE PRE-REGISTER!!
We must receive your entry form **AND** payment by Sept. 12th, 2020 to guarantee your spot. Only pre-registered drivers and sponsors will be listed in event program.

First received, first entered.

ENTRY FEES: \$40 per car for pre-entries / \$60 for entries received after September 12th, 2020

PRIZES: The crowd will judge “Best Paint Job” contest at 5:15 PM in the arena. Winner will receive a trophy. **\$200** will be added to the 1st Place payout, **ONLY** when the winning car has Heat Sponsor’s name for that heat listed on the vehicle. **Restrictions apply.**

	1 st	2 nd	3 rd	4 th
Full Size Weld	\$1300	\$800	\$600	\$200
Light Build Trucks	\$800	\$400	\$200	\$100
Mighty Minis	\$800	\$500	\$300	\$100
Compact Cars	\$800	\$400	\$200	\$100
Powder Puff	\$800	\$400	\$200	\$100
Chain Stock	\$1000	\$500	\$300	\$100
Mid-Size (FWD ONLY) Heat 1	\$800	\$500	\$300	\$100
Mid-Size (FWD ONLY) Heat 2	\$800	\$500	\$300	\$100
Advanced Youth	\$800	\$300	\$200	\$100
Youth	\$800	\$300	\$200	\$100

Minimum of 6 entries to guarantee full payout for class; if less than 6 entries, class may be cancelled

FOR MORE INFORMATION or QUESTIONS:

FULL SIZE WELD: CALL **Phillip 763-355-4032**

ALL OTHER CLASSES: CALL **Tim 763-244-5155**

Please call during the hours of **6:00pm and 9:00pm as we have jobs and families too. Thank you.**

The following is a list of rules and regulations set forth by the Buffalo Demolition Derby. Drivers and all pit persons are expected to read, understand, and comply with all rules. These rules are non-negotiable. Failure to abide by these rules will result in disqualification and loss of all entry fees. Reading between the lines will only get you sent home - if it doesn't say you **can** do it, don't do it! **By signing the Entry Form, you agree to the following rules:**

REGISTRATION, INSPECTION AND JUDGING

- Entry fee for pre-registrations is **\$40**. Your entry and payment must be postmarked and received by September 12th, 2020 to qualify as a pre-entry. Entry fee for registrations received after September 12th, 2020 is **\$60**. **Phone entries and/or entries without payment will not be accepted.**
- Entry fee covers driver and **ONE** pit person (**12 and older**). Additional pit passes may be purchased at registration for \$25 per person.
- Drivers and pit person will sign a waiver which will relieve the Buffalo Demolition Derby and track officials of any liability related to personal injury which might occur.
- For safety reasons, no one under (**12**) years of age is allowed in the pit area. Anyone under 16 must be accompanied by an adult.
- Any person entering the pit area can and will be removed from the grounds for any behavior deemed inappropriate by the officials. Entry fees will not be refunded. No fighting, drinking, or use of drugs anywhere on the grounds before, during or after the derby. **This will be strictly enforced.** Buffalo Demolition Derby is not responsible for any items lost or stolen on the grounds.
- Speed limit in pit area is not to exceed idle speed. No careless driving.
- Your pit area must be cleaned up and all parts & cars removed from the grounds. Absolutely no cars left on the grounds.
- **Driver must bring the car to be inspected**, no others allowed in the inspection area (see exception for Youth drivers in the rules section for that class. All others will be asked to leave inspection area. **Only drivers** are allowed to speak to derby officials.

- **You must be registered and inspected BEFORE 4:00pm or you will not be allowed to run. We will not delay the derby start time for late arrivals. Strictly enforced for 2020.**
- Judges decisions are **FINAL**; arguing will mean immediate dismissal from the grounds and forfeiture of prize money or entry money.
- **We reserve the right to re-inspect a car at any time.** Noncompliance will result in disqualification and loss of any and all winnings. Any complaints about other cars will be inspected but **only** if complainant attends. **Complainant must be a driver of the same class and must provide \$200 CASH prior to inspection. Cash will be forfeited to inspected driver if complaint is found to be fraudulent.**

RULES FOR ALL DIVISIONS

All drivers **MUST have a valid driver's license**, safety helmet & eye protection. Drivers under 18 years of age must have written permission from parent or legal guardian to run. ***See special provisions for Youth & Advanced Youth class.***

Cars must have safety belts and charged fire extinguisher. **NO EXCEPTIONS.**

Hoods must be open for inspection, radiators will be checked for antifreeze, **no antifreeze allowed, MUST HAVE WORKING BRAKES AT ALL TIMES.** If it is discovered that you do not have working brakes, you **WILL** be disqualified.

Each car is restricted to approximately **(5)** gallons of gas per heat, unless otherwise noted. Stock gas tanks must be removed **prior** to entering derby grounds

All glass, plastic, trim, white metal, door panel components and other materials must be removed from the car before entering derby grounds.

Gas tank to be made of steel, secured by **metal** straps, chains or bolted to the floor, protected on all sides, and located in back seat area. **NO RATCHET OR BUNGEE STRAPS!!** Any gas lines other than standard equipment must be located inside the middle of the car. Outlet to fuel pump must be through a tight connection to tank. Gas lines that run through firewall must be made of steel or high pressure hose. Any car leaking fuel will be flagged out.

Driver's door must be painted a contrasting color to the rest of the car. NO EXCEPTIONS!! **Build driver's door to take a hit!!**

Car number must be on car before inspection and clearly legible. Car number will be required to display on roof sign, (numbers and sign to have contrasting colors). Sign can be wood or metal with car number on both sides. Sign must be at least 15" high by 20" long, with number at least 12" by 4". Roof number **MUST** be clearly legible. Car numbers are on a first come first serve basis for each class. Car numbers must be **numbers only**, no wording for car numbers. NO EXCEPTIONS.

Absolutely no profanity or obscene gestures to be displayed or hung on car. American flags may be painted on your vehicle but no flags hung or flying from vehicle.

Any car that is put on time by judges will have **2 minutes** to make contact with another car still in the derby or be disqualified. **No hitting of dead vehicles.**

One warning for driver's door hit. Flagger's discretion. No intentional door hits. No using your driver's door as a shield.

You are allowed only one fire per heat, if event is stopped a second time to put out a fire from your car, you will be disqualified.

For safety reasons, the arena will be bordered with cement barriers. Any car that goes over or through the barriers causing an unsafe situation will be disqualified.

All drivers **MUST** remain in car until the heat is over or flag person stops the action for safety reasons. You **must** keep your helmet on! No driver's arms outside car during event. **One warning only.** No pit persons on track at any time without permission from judges.

All classes (**except Youth & Chain Stock**) may have full wheel center.

If you can't make your car fit the rules for the class you are trying to enter, you will be bumped to another class or you will **NOT** run. NO EXCEPTIONS & **ABSOLUTELY NO REFUNDS.**

REMEMBER—Judges decisions are **FINAL!!** Reading between the lines will only get you sent home. Please be sure to read the rules **CAREFULLY** as this is the **driver's** responsibility. If you have questions, you may call so that you don't risk being disqualified the day of the event. Don't forget to mail in your Entry Form before September 12th, 2020 to be listed, along with your sponsor, in the event program. If you chose to enter the day of the derby, please print off the Entry Form, fill it out and bring it with you to the Registration area. This will speed up the check in process. We **WILL NOT** offer refunds if your car is not able to run for any reason, so don't fight with us to get your fees refunded!! This will get you banned from any and all future events.

FULL SIZE WELD, COMPACT CARS, POWDER PUFF & MID SIZE FWD

FULL SIZE WELD - No Imperials 1973 or older, no Imperial sub frames, no Lincolns 1969 or older. Sedagons and convertibles are not allowed.

COMPACT CARS – Wheelbase 104" or less. No convertibles or Sedagons.

MID SIZE FWD – Wheelbase 113" or less – Front wheel drive only. No Sedagons or convertibles.

POWDER PUFF -- Front wheel drive vehicles only with 4 or 6 cylinders. **No V8s.**

All glass, plastic, white metal grills and trim must be removed before entering grounds. No wheel covers allowed. Vehicles must be clean and free of loose objects. All decking in station wagons must be removed.

Driver's window and front windshield may have wire mesh or straps for protection. Front windshield may have two bars running from roof to cowl and may be bolted or welded to sheet metal only. Rear windshield may have one bar running from top of window to not more than 2" on trunk and may be bolted or welded to sheet metal only.

Original gas tanks must be removed. Gas tanks must be metal and be located in the back seat area of the vehicle. Tank must be secured with metal straps and be bolted to the floor. Gas tank protector allowed. The protector can be 35" wide maximum and attached to the seat bar. May NOT be attached to any sheet metal. Do not get carried away.

ANY spills or leaks will result in vehicle not being able to run. Gas lines other than standard equipment must be located in the center of the vehicle.

Electric fuel pumps are allowed if mounted securely in the vehicle. Must have shut off switch near steering wheel or wired to ignition.

Two batteries are allowed, must be an automotive battery (No CAT or Industrial batteries) must be inside the vehicle on the passenger side floor and be securely fastened (bolts may go through frame) and covered. Rubber mats are acceptable. A box or container is recommended. Battery box may not exceed 2" on each side (don't get carried away). No double floors allowed.

Auxiliary water systems are NOT allowed. Original or automobile radiator must be left in its original position. No metal or mesh to protect radiator. The fan may be removed or cut. Electric fans are allowed.

Headers allowed through hood not to extend higher than the roof of the vehicle.

There must be a hole (12" minimum) cut in the hood for fire safety. This must be done before inspection.

Transmission shifter may be located on the floor. Transmission coolers are allowed. No transmission braces permitted. Aftermarket bell housings allowed.

Use motor and transmission of choice. NO mid-plates allowed. Lower engine cradle allowed with pulley protector. Engine may be strapped down on four corners using strap, angle, chain or chain but not to strengthen frame. 2" x 1/4" maximum strap or angle.

Steering column may be altered to prevent loss of steering. NO distributor protectors allowed. Distributor cap clamp allowed.

All vehicles must have brakes at **ALL** times.

Any tire allowed. Stem protectors allowed. Uni-lug centers allowed, on stock automotive rims. No other reinforcement of rims allowed. Disqualification will result if discovered. Wheel weights must be removed. Tires may be screwed to rims. Tires may be doubled.

All trailer hitches and parts must be removed from vehicle.

Body mounts may be removed. Original bolts can be replaced with 1" maximum bolts in factory locations only. You may add 2 additional bolts per side. Flat washers no bigger than 4" x 4" x 1/4". Bolts and washers cannot be welded to frame or sheet metal.

FULL SIZE – stuffed bumpers allowed. Must be factory automotive bumper with factory skin and backing.

MID-SIZE FWD & COMPACTS – Bumpers may be cut or bent. Welding of the bumper skin together (chrome to inner liner) is allowed. **NO STUFFED BUMPERS** allowed. Bumper vent holes may be welded shut, however must have access to inspect. You may use a 6x6 square tube or 6" pipe, 3/16" max thickness. Ends must be open.

Any automotive bumper, bracket, and shock may be welded on the front and back of car. Maximum of 16", measured from the back of the bumper to the back of the bumper bracket/shock, no taller than the frame. If not using a bracket or shock, you may use a FLAT 1/4" maximum plate 16" long.

Dash may be removed. A 5" maximum dash bar is allowed. Bracing 5" maximum is allowed behind driver's door post to door post on passenger side for driver's protection. No more than 12" behind the seat. Bracing 5" maximum is allowed to connect the dash bar and the door post to the door post on the passenger and driver's side (can be an X). Two down bars allowed from cage to floor on driver's side and on passenger side. Must be straight down, not angled (forward or backward). Down bars may be attached to the top side of the frame. Do not mount your dash bar closer than 3" from ANYTHING. This will be measured behind the distributor. Excluding compact cars.

Driver's door may be fully welded. All other doors may be welded 3" on and 3" off. If doors not welded, may be chained/bolted/wired to keep them shut. May have a bar on the outside of driver's door, not to exceed 4" past door itself. Non-post cars may have flat steel strap welded from roof to door on passenger and driver's side. Strap should be no more than 4" wide by 1/4" thick.

Roll loop allowed behind seat (not more than 12" behind seat). May be attached to the top of the frame on floor and welded or bolted to roof. (No kickers going to the back of vehicle allowed.)

#9 wire may be used in four locations of your choice, inside car only, and may go around frame.

Hoods are to be either bolted, chained or wired (choose one).

Bolts: Maximum 1" all-thread, 6 bolts maximum, may run through the frame. All-thread may be welded to the frame and sheet metal. Washer plates may not exceed 4" x 4" x 1/4". All-thread may not be sleeved. All-thread must be straight up and down, not angled forward or backward. Washers may not be welded to anything.

Chains: No more than (2) single strand wraps will be allowed from the bumper to the hood. No crisscrossing allowed.

Wire: Hood may be wired up to 8 locations. Must be sheet metal to sheet metal.

Allowed to bolt hood sheet metal (skin) together with up to twelve 3/8" bolts. **NOT** allowed on trunk.

Hoods are allowed to be bent over the front of the vehicle but not to extend below or over the bumper. Hoods must be open for inspection and hood must be brought up to inspection with vehicle.

Spacers allowed on coil springs to bring car up to height. Maximum bumper height is 21" to bottom of bumper. Leaf springs may have six clamps per side, factory or homemade. Leaf springs must stagger down in spring length from largest to smallest and must be stock number of leaves. Minimum bumper height is 16" to bottom of bumper.

A-arms, ball joints and struts must remain stock. Tie rods may be reinforced. Front suspension may be solid for height only, not for reinforcement. Rear suspension must remain stock (i.e. leaf spring under axle) unless otherwise noted. Rear suspension may be welded or bolted solid.

Use rear end of choice. Welded or posi trac recommended. You may tilt rear end if you wish. Rear end bracing allowed.

Rear ends may be chained or wired in two spots to the frame. Slider driveshaft allowed. Upper and lower trailing arms may be reinforced but still function in a factory manner. Coil spring cars may also run a chain from frame rail to frame rail above rear end. Leaf spring cars may also run one chain per side from leaf spring to frame behind rear end.

The '99 and newer cars can change rear suspension to the older style system. The '03 and newer may NOT change the front cradle and front suspension must remain stock with the exception of reinforced tie rods.

Frame tilting allowed but no added metal reinforcements. Front frame may be shortened. Core support spacer may be used but not welded to anything.

Trunks may be bolted, chained or wired shut (choose one)

- Lid may be chained up to six locations, single strand, sheet metal to sheet metal
- Wired up to eight locations, sheet metal to sheet metal
- Small bolts 3/8" maximum used around outside edge, sheet metal to sheet metal
- All-thread (maximum 1") may extend through frame rail and trunk, three per side and may be welded to frame straight up and down
- Washer plates no more than 4" x 4" x 1/4" and may **NOT** be welded

Trunk lid tucking allowed. Do not bend in sides. No full wedges. Must have access to inspect.

Trunk may have (6) 4" x 4" patches or bolted (choose one method only).

Wheel wells may be cut away for tire clearance. Fenders may be bolted together with (8) eight 3/8" bolts or less.

Body lines may be pounded. Body seams may not be welded.

Welding front frame seam from front body mount by firewall to front of vehicle allowed. **ONE SIDE OF FRAME ONLY** up to 1/2" wide, no added material. Don't get carried away or you will cut.

If you have to re-stub your vehicle, you are only allowed to butt weld frame together. This means NO overlapping. You are allowed 1" x 1/4" to go around stub only. NO CUSTOM FRAMES ALLOWED. NO squaring of frames. Re-stubs must be from same model and vintage.

Pre-run cars will be allowed to plate where a car is bent. There must be proof of a bend where plate is. Plate cannot exceed 5" x 5" x 1/4". No more than six plates total on car.

Number must be painted in bright colors on both front doors and must be at least 15" tall. An upright sign with number must be used on the roof for identification of vehicle. Your car number must actually be a number and no wording. No names for cars, just a number. Pre-registered cars have priority for number, all matching numbers will need to be modified (add an X after number).

No objects, obscene words or suggestions allowed on vehicle. They will be removed at judge's discretion!

No alterations allowed on vehicles after inspection, you may be disqualified.

Vehicles may be subject to reinspection at ANY time.

Don't assume anything – call first. Must know your vehicle type, model and which class you are in. No welders allowed in pit.

CHAIN STOCK & ADVANCED YOUTH RULES

ADVANCED YOUTH – Ages 12-16. An adult MUST drive the car to the inspection area and to line up for your heat, **NO** unlicensed drivers outside of arena area.

Any mass produced 2-wheel drive cars, General Motors 77 or newer (metric body style), Ford 1980 or newer, Chrysler 1980 or newer (small body style only), wagons are allowed.

Absolutely no welding of body, wheel wells, frame, or bumpers allowed. Tire in tire allowed. May cut holes for chain in doors, hood and trunk. You may cut wheel wells, bumpers and notch frame.

Doors are allowed to have two chains per door seam, except driver's door. Driver's door may be welded rather than chained and must have brace on inside for driver's safety, bracing behind driver seat is a must.

Floor shifter optional. Gas pedal, brake pedal and slider optional.

Trunk and hood must be chained (NO WELDING), 6 chains or #9 wire on each. No frame repair is allowed. Trunk may be tucked. You may run (4) 4"x4" repair plates, must have visible bend.

Push button and toggle switch are allowed.

Headers may be used with holes cut through hood.

Welding of rear-ends is allowed. No changing or intermarriage of rear-ends. May intermarriage stock rear ends and motors with no set back. Motor mounts may be welded to frame with no added material.

Dash can be removed. If removed, must have dash bar.

All glass, plastic, rubber, fiberglass, trim, white metal must be removed as it states in general rules.

Tubes in tires and valve stem protectors are allowed. **Tire in tire is allowed.**

Can run without bumpers. Front bumpers cannot be used as back bumpers and vice versa. **NO** exposed bumper shocks.

This is a CHAIN STOCK CLASS. NO PROTECTORS, MID-PLATES, CRADDLES, or SLIDERS. If it is not a part from the automotive factory you cannot run it.

A-frames or front struts may be welded with up to 6" added material per side only. Front and rear bumpers may be welded with **NO** added material. May run 6" x 6" tube or 6" pipe (3/16" max thickness) ends must be open. May attach with 4"x4" angle iron on bumper and frame (one piece per frame rail).

No welding unless specified.

LIGHT BUILD TRUCK RULES

(rules same as Winter Slam)

1/2 to 3/4 Ton American made pickup, extended cabs, crew cabs and Suburbans are allowed; 2-wheel drive or 4X4 with front driveshaft removed. No 1 ton frames or axles. No military vehicles. NO 1 tons or frame swaps. Frames must remain stock. Front frame may be shortened but core support may not be removed. No welding other than specified!! NO adding extra braces in frame or engine cradles. If officials suspect a 1 ton frame, it will be driver's responsibility to have written proof by frame code and VIN number or you will NOT run.

Hood - may be chained (3/8" chain), wired or bolted in six separate locations, two chains or wires may go from core support to bumper. You will be allowed two 1" maximum rods welded to frame used for hood pin at core support. Rods may be welded to core support 5" per rod (5" long filler material can be used to reach core support if not resting tight against). You will be allowed 5" x 5" washer welded to top of core support for hood pins to go through to hold into position, other 4 locations up to 1" maximum. Hood pins, wires or chain must go from sheet metal to sheet metal only. Hood washer no larger than 5" x 5" x 1/4" thick. Hood pins must be straight up and down, 1 ft. maximum length. You may use four 3/8" bolts each hole to bolt hood skin together hood openings around stacks. MUST have two window bars no larger than 3" in diameter or two #9 wires in windshield opening to prevent hood from entering driver's compartment for driver's safety. Must be open for inspection.

Doors - may be chained in two locations per seam or welded with 24" of total weld **outside only** (1/4" strap no wider than 2"). Each chain or wire location will count as 4" of weld. Driver's door may be welded solid and reinforced for safety (highly recommended) and can have driver's window net.

Tailgate - must be ran in upright position, cannot be removed. It may be chained in two locations per side OR welded using 2" x 2" angle iron inside, or 2" flat strap outside (24" total on the sides) plus an additional 12" of 2" angle or 4 chains on bottom of tailgate to box (not bumper or frame). Angle on bottom of tailgate to box must not be connected to box plates. Tailgate may be lowered and welded to end of frame rails to use as a bumper as long as no other form of bumper is used. If bumper is used, you may lower tailgate and weld to top of frame only (not bumper) and chained in two lower locations. Suburban and SUV back doors use tailgate rules to secure.

Bumpers – Front and rear bumpers may be changed to a seam welded, loaded car bumper (must remain flat) no adding bumper brackets to frame. If you choose not to install a factory car bumper, you can use a (FLAT only) 6 ft. long maximum, 5" diameter or less, 3/8" square or round tube behind factory truck bumper welding to frame. No other metal can be added to bumper besides bumper skin, no sharp edges, cannot protrude past fenders (must be covered by a skin on front side). Bumpers may be welded to frame plus added 2" x 2" x 1/4" thick angle iron to help secure to frame on all sides. Do not run lengthways down frame as a bracket, bumper attachment only. **Bumper height maximum is 27" to the top of the bumper, minimum is 22" to top of bumper.** No open frame rails.

Tires – Any ply tire allowed. Stuffed, skid and ag allowed. Split rims allowed but ring must be fully welded. Any automotive rim. Uni-lug

wheel centers 9" maximum diameter may be used, no beadlocks or full centers.

Suspension – Front axle, non leaf spring trucks may install 3/4 bolt in center of A-arm welded to spring pocket to gain height. Front shocks may also be replaced with a piece of steel stock (**bolted**) in factory location to maintain ride height. Stock leaf packs, no adding leaves, you may have 6 leaf clamps per leaf pack total, no coil to leaf conversions on front axles. Factory leaf spring perches may be welded or bolted to frame to help from tearing off. May add two 3/8 chains per axle to frame. 1/2 ton may swap to 3/4 ton rear ends, may be welded posi traction, no bracing on rear ends.

Engine/Transmission – May be crossbreed engines and transmissions. No adding engine cradles or extra braces in frames. For older trucks no engine crossmember, you may use a 5" x 5" x 8" long, 3/8" maximum 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 your motor mounts in size of factory mount. Engine must be bolted to mount with 2 bolts not welded. Transmission coolers allowed if deemed safe. Do not use rubber unbraided transmission lines. Transmission may be chained or wired to cross member. Block saver lower engine cradles allowed without pulley protector. Distributor protectors, transmission protectors, ultra-bells, steel tailshafts **will not be allowed**. Any driveshaft may be used, sliders are okay. No radi-barrels, must use a radiator.

Body Bolts – If you leave the original body mounts (100% stock rubbers) in the factory locations, you may do the following: Trucks may add an additional 8 box bolts, 6 cab bolts and 2 core support bolts; Suburbans and SUVs may add an additional 10 bolts throughout the cabin compartment and 2 at the core support. If you remove the body mounts and bolt everything solid, you lose the additional bolts outlined above. Body bolts can be up to 1" maximum in diameter with washers no larger than 1/4" thick and 8" x 8" square. Bolts must be run VERTICAL and be bolted through the top of the frame like factory, or welded to the outside of the frame. Do not pin the frame with body bolts.

Box – Rollover bar (strongly recommended) mounted in front of box (must remain 5 inch gap minimum away from top of cab, must stay vertical and 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. Rollover bar cannot attach to interior cage components. Box may be bolted to cab in 4 locations, 1" bolt size, 5" x 5" plates AND may weld 12" of strap per side (24" total) to weld cab and box together. You will be allowed one location to wire box side to side, location of choice, cannot go to or around frame (4 strands of wire maximum, no chains). No folding box sides over to create a wedge. May bolt fenders with six 3/8" bolts to bolt fenders together, 2" washers maximum, thread must point inward. Outside fender creasing is allowed.

Cage – MANDATORY – Must run a bar behind seat (no further back than 10" behind seat) and across dash. May use 6" x 6" plates on ends, may connect dash bar to seat bar along with two down bars to floor on driver's side for protection. These bars may kick back inward and attached to side of frame after going through the floor. You may also add one down bar on passenger door to floor to protect battery. You may attach a rollover bar from seat bar up to or over roof and down to dash bar but these bars cannot connect or come in contact with rollover bars in trucks with boxes to stop truck from bellying. Cage material should be 6" diameter maximum and only attached to the cab, floor or body mount plate, not directly to frame. **Suburbans and SUVs** may attach a floating gas tank protector off seat bar, 24" x 24" protector must remain 4" away from any sheet metal. These are the only internal cage components allowed.

Battery/Gas Tank – Two batteries maximum allowed on passenger side floor, properly mounted and covered, NO BUNGEE STRAPS!! Gas tank must be removed and one relocated in front of box, 8 gal maximum. May use electric fuel pumps if well labeled (FUEL SHUT OFF).

Frame – If frame is bent, may plate 1" past bend in both directions, 1/4" thick one side of frame only. If long area over 6" is bent, please call ahead for authorization. No boxing of frames.

Miscellaneous – Stock steering components, may alter steering shaft from box to steering wheel. Tie rods may be reinforced in the center. Shifter may be altered, ignition and starter wires may be altered. Your number must be on both doors and a sign with your number must be on roof for recognition of vehicle. Number must be painted with a contrasting color from truck. A fire extinguisher is recommended and securely fastened down in vehicle. Any objectionable logo, picture or slogan will be removed from your vehicle or you will not be allowed to participate. No welders allowed in pit. No alterations allowed on vehicles after inspection. If you are stopped at gate because of alterations, you may be disqualified. Demo chairman reserves right to alter program as needed. Vehicles may be re-inspected at ANY time. This is a low build class, if rules don't say that you can't do it, don't assume you can!! MUST REMAIN STOCK OTHER THAN STATED IN RULES.

MIGHTY MINI RULES

Any mass produced Mini Vans, S-10s, Rangers, S-10 Blazers, Bronco II's, Jeep Cherokees (84 or newer), 2 or 4-wheel drive (front drive shaft removed).

Glass, including headlights and taillights, exterior molding, etc. must be removed before enter derby grounds. All dirt and other loose debris must be swept out.

Two batteries are allowed. Batteries must be securely fastened in front passenger side of vehicle and covered for protection.

Original or automobile radiator must be in original position. Radi barrels may be used in place of radiator. Barrel must be no longer than the stock radiator. May be welded to core support and bolted in four places.

Electric fans are allowed. Original fans may be removed or cut.

Transmission coolers allowed. Must be securely mounted in cab or box and covered for protection.

Stock gas tank must be removed. Must use either marine tank or other well made metal fuel tank.

Fuel tank is to be mounted in the center of the box behind the cab. It must be securely fastened and covered. Fuel tanks for mini

vans must be placed in the center of van behind front seat, securely fastened down and covered.

An 8" x 8" hole must be in box to cab for gas line. Steel line is recommended. Any fuel leakage will result in disqualification.

All vehicles must have working brakes at all times.

Electric fuel pumps are allowed if mounted securely in vehicle. Must have shut off switch near steering wheel or wired to ignition.

Shifter linkage may be altered. May run aftermarket gas & brake pedal.

Vehicles must have operating safety harnesses or belts.

Driver's window may be strapped or wired for protection. At least ONE bar must also be on windshield from roof to dash for protection.

All trailer hitches and bracing must be removed.

Uni-lug centers are allowed.

Any tire allowed. Stem protectors allowed. No other reinforcement of rims allowed. Disqualification will result if discovered. Wheel weights must be removed. Tires may be screwed to rims. Tires may be doubled.

Cab may be fastened down with additional bolts.

Box and cab may be bolted together, with six bolts maximum (doesn't count towards the 12 box bolts). Up to 1" in size with a maximum of 4" x 4" washer.

Box may have up to 12 bolts to frame. U-bolts counts as two bolts. Up to 1" in size with a maximum of 4" x 4" x 1/4" plate.

Cab and box may be welded together and a filler material may be used to fill gap between cab and box.

Tailgates may be welded shut or chained. 3" x 3" angle iron may be used on inside of tailgate only to weld to box. NO angle iron on edge of box sides to floor. Doors may be solid welded or chained/bolted/wired shut.

Must have a dash bar and door bars. Bars may be attached to each other and to frame. Three down bars allowed per side. Front bars can angle towards firewall, all others straight down. Up to 5" diameter tubing with 6" mounting plates. May have a bar outside of both doors not to exceed 4" past door itself. Get carried and you will cut.

May have a roll loop behind cab. Roll loop can be bolted to frame but bolts count as part of box's 12 bolt count. May have two angled down bars no further back than the front of the rear wheel wells. Nothing past the front of the rear wheel wells.

Wheel wells may be cut away. Fenders may be bolted together with 3/8" bolts or less.

4 or 6 cylinder engine only. May be chained or welded down but may not reinforce frame in any way. No distributor protectors, mid plates or transmission braces allowed. After market bell housing allowed.

6 lug maximum rear ends. Welded or posi trac recommended. Slider drive shafts allowed. Rear end bracing allowed.

Rear ends may be tied to frame on one spot per side using chain or wire. No welding. One brace allowed from frame to frame above rear end only.

Any factory automotive bumper, bracket or shock may be welded on the front and rear of truck. Welding of bumper skin together is allowed. Two 4" wide x 8" long x 1/4" thick straps may be welded on the front and rear bumpers to body. Bumpers may be reinforced on the inside only

Maximum bumper height is 28" to bottom of bumper in the center. Minimum bumper height is 16" to bottom of bumper.

Tie rods may be reinforced but must be workable. No additional reinforcing.

Converting front suspensions from coil spring to leaf spring will not be allowed. Stock front ends only. **NO CUSTOM MADE AXLES ALLOWED.** Judge's discretion.

Leaf spring must stagger down in spring length largest to smallest. You may re-clamp springs, 6 per side, factory or homemade. Homemade clamps not to exceed 2" x 4" x 1/4".

Exhaust may be through the hood, not to be higher than the top of the cab.

Must have at least a 12" hole in hood for fire access.

Hood may be chained in six places or eight pieces of all-thread rod (up to 1") from frame through hood allowed, may be welded to the frame,; 4" x 4" x 1/4" plate allowed. Allowed to bolt hood skin together, sheet metal to sheet metal with up to twelve 3/8" bolts.

Two pieces of iron 2" maximum allowed from core support to frame (one per frame rail). No further than front axle. Don't get carried away or you will cut.

Core support may have a 2" x 2" angle iron on top of core support from fender to fender. May be welded at ends.

Frame seam may be welded from front body mount by firewall to front of vehicle; 1/2" wide on one side only with no added material. Do not get carried away or you will cut.

Bent frames may be repaired with maximum 1/4" metal two inches past the bend only on tow sides of the frame. You must have 1/2" hole in the patch. 25" total frame repair allowed. Do not get carried away.

If you have to re-stub your vehicle, you are only allowed to butt weld the frame together. This mean NO over-lapping. You are allowed 1" x 1/4" to go around stub only. Engine crossmember may be welded in. **NO CUSTOM FRAMES ALLOWED.** (i.s: Chevy/Ford, Chevy/Dodge, etc.) **No capping of frames.**

No welding of hood but body seams may be welded with no added material.

Hood must be open for inspection

Your number must be on both doors and a sign with your number must be on roof for recognition of vehicles. Number must be painted a contrasting color from truck.

A fire extinguisher is recommended and securely fastened down in vehicle.

Any objectionable picture, logo, or slogan will be removed from your vehicle or you will not be allowed to participate.

No welders allowed in pit.

No alterations allowed on vehicles after inspection. If you are stopped at gate because of alteration, you may be disqualified.

Demo chairman reserves the right to alter program as needed.

Vehicle may be re-inspected at any time.

If the rules do not say that you can do it, do NOT assume you can.

YOUTH CLASS RULES

READ CAREFULLY (IF IT DOESN'T SAY YOU CAN DO IT, **DON'T DO IT**, NO EXCEPTIONS)

Drivers must be between 12-16 years of age with parents signing waiver for them to run. (If divorced, **BOTH** parents' signatures are needed.)

This class will only have the youth in the car driving! Any mass produced front wheel drive cars.

All glass, plastic, rubber, fiberglass, trim, white metal must be removed as it states in General Rules.

THINGS YOU MAY WELD:

- a) Driver's door may be welded solid (Build to take a hit!)
- b) A-frames or front struts may be welded with up to 6" added material per side (only).
- c) Front and rear factory bumpers may be welded on. May run 6" x 6" tube or 6" pipe (3/16" max thickness) ends must remain open. May attach with 4"x4" angle iron to bumper and frame (one per frame rail).
- d) **FWD Cars only for 2020.**
- e) Motor mounts may be welded or chained down in two spots. Tranny may be chained.
- f) **You MUST have a 4-point cage welded in your car (No exceptions).** You may have 4 down bars (vertical only) welded to the frame to help hold in place. Halo is optional, if you have one, it may be welded to the frame and roof of car. (This is for driver's protection).

You may run tubes and weld stem protectors. The only tires allowed are mud & snow, radial, or bias, if questionable please call!

All other doors will be chained with 2 chains per seam.

Hoods & trunks may use 6 chains for each.

Push button & toggle switches are optional.

Absolutely no pre bending of body or frame. No frame repairs for this class.

Absolutely no cutting of bumpers and wheel wells. **No cutting of frame.**

No interchange of motors.

Must have a minimum of 12" hole cut in hood.

This class: No protectors, mid plates, cradles sliders, if it is not part of the factory, you can't have it unless noted in the youth class rules.

An Adult MUST drive the car to the inspection area!! No youth may drive to inspection.

Also see REGISTRATION, INSPECTION & JUDGING and RULES FOR ALL DIVISIONS